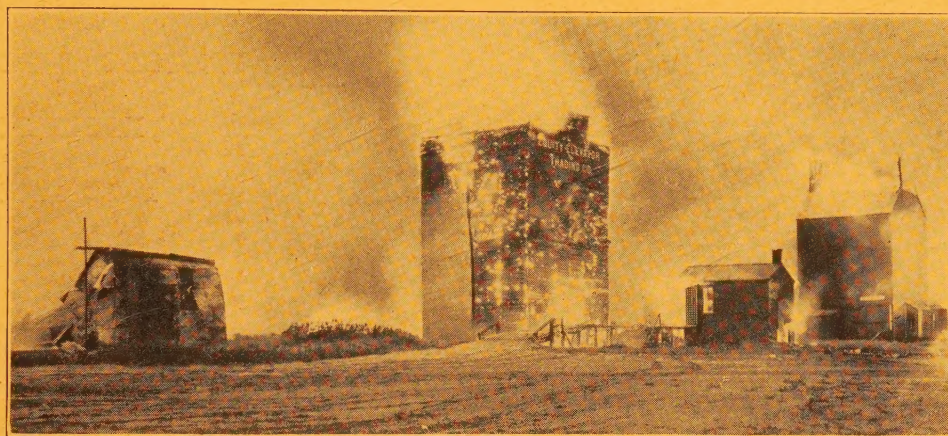


GRAIN DEALERS JOURNAL

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Preventing

Fires and the Suspension of Business is of far more importance to Grain Elevator Owners than just insuring them against loss and doing nothing to save their plants from the flames.

Our earnest aim through all the years we have been insuring the property of Grain Dealers has been to assist and encourage our policy holders to correct the fire hazards of their plants, and thereby prevent the loss of property and the suspension of business. Our self inspection reports have eliminated many hazardous features, reduced fire losses and the cost of insurance to policy holders.

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Whether or not your elevator is an acceptable risk, our inspectors will be glad to point out how you can reduce its fire hazards and maybe prevent its burning. Shall we instruct them to look it over?

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Indianapolis, Ind.

The GRAIN DEALERS JOURNAL.

The Memphis Merchants Exchange

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“SERVICE”
Our By-word

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.*
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McKillen, Inc., J. G., receivers and shippers.*
Kennedy & Co. Chas. wheat a specialty.*
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Lewis & Co., F. S., grain and provisions.*
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Pope & Eckhardt Co., grain and seeds.
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Schiffin & Co., P. H., commission.*
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Somers, Jones & Co., grain and field seeds.*
Uptlike Grain Co., consignments.*

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DECATUR, ILL.

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Denver Elevator, wholesale grain, flour, millfeed.*
Farmers Elevator Co., The, H. F. Rover, Mgr.
Gallagher Grain Co., grain merchants.*
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McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
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Sexson, C. R., grain.

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Merchants Grocery Co., whlse. grocers, grain, fd., dr.

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Hillsboro Roller Mills, gr. dls., dr., chick feed.

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Rothschild Co., S., grain, c/s products, rice b/p.*

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Midwest Grain Co., The, shippers.
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Southwest Grain Co., receivers and shippers.
Union Grain Co., grain merchants.
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Evans Grain Co., W. R., commission and brokerage.*
Hayward-Rich Grain Co., grain commission.*
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Menzie Grain & Bkg. Co., Carl D., grain commission.*
Montgomery & Tompkins, receivers and shippers.
Pro'tat & Kassebaum, Inc., hay, grain, feed.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

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Royal Feed & Mfg. Co., mixed feed mfrs.*

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Board of Trade Members.

Alfalfa Grain Pds. Co., everything in the feed line.
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Claiborne Commission Co., commission merchants.*
Croysdale Grain Co., commission merchants.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*

(Continued on next page.)

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

KANSAS CITY, MO., (Continued)

Frisco Elevators Co., grain merchants.*
Goffe & Carkener, grain commission.*
Hah-Baker Grain Co., consignments.
Hipple Grain Co., feterita, kafir, milo.
Larabee Flour Mills Corp., The, mtrs. "Larabee Best."
Lichtig & Co., H., kafir, milo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
Mensendick Grain Co., consignments.*
Miller Grain Co., S. H., consignments.
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Nicholson Grain Co., W. S., strictly commission.*
Norris Grain Co., grain merchants and exporters.
Roahan Grain Co., E. B., consignments.
Root Grain Co., consignments and futures.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thrasher Grain Co., R. J., grain commission.*
Wilser Grain Co., consignments.*

LAWRENCE, KANS.

Underwood & Sons, J., grain, feed, seeds.

LEAVENWORTH, KANS.

Wilson-Legier Hay & Grain Co., branch at Kansas City.

LIBERAL, KANS.

Light Grain & Mill Co., mill pds., kafir, milo.
Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster, E. D., feeders supplies.
Lincoln Grain Co., grain merchants.*
Wright-Leet Grain Co., receivers and shippers.

LITTLE ROCK, ARK.

Grain Exchange Members.

Cable & Stockton, hay, grain, feed.
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.*
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Wilson Co., John R., grain brokers.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Farmer & Sons, Oscar, hay, grain and feeds.*
Fruechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Verhooff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Clark-Burke & Co., grain and hay.
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers.
International Sugar Feed Co., feed mfrs. and grain.
Loyitt & Co., L. B., cotton seed and peanut products.
Mississippi Elevator Co., grain dealers, feed mfrs.*
Pease & Dwyer, grain, mixed feed.
Quaker Oats Co., feed & cereal mfrs.
Royal Feed & Milling Co., mixed feed mfrs.
Sessum Grain Co., grain, mixed feed.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

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Board of Trade Members.

Lyon & Co., A. J., whole, gro., grain, feed.
Meyer Bros., wholesale groc., grain, feed.
Sturges Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whole grain, feed, flr. gro.*

MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, earl corn.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

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Chamber of Commerce Members.

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Benson, Quinn Co., grain commission.*

MINNEAPOLIS, MINN., (Continued).

Chamber of Commerce Members.
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Gould Grain Co., receivers and shippers.*
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Malmquist & Co., C. A., receivers & shippers.
Marfield Grain Co., grain commission.*
McCarthy Bros. & Co., receivers & shippers.*
McCaull Dinsmore Co., consignments solicited.*
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Sterling Grain Co., receivers and shippers all grains.
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Rodd & Co., Chas. M., gr. brokers & fwgd. agents.*
Waterman & Co., J. S., gr. flour & fd. bkrs., flr. jobs.*

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Delay, A. J., flour and grist mill.

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Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., recvrs. & shippers.*

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Knight & Company, commission merchants.*
Therrien, A. F., broker.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

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Grain Exchange Members.

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Conyers Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell-Winters Grain Co., grain and feed.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.
Strader & Co., J. Edgar, grain, hay, feed.*
White Grain Co.

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Grain Exchange Members.

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Holmquist Elevator Co., receivers and shippers.*
Maney Grain Co., The, consignments.*
Miller Wilson Grain Co., receivers and shippers.
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Urdike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.*

PEORIA, ILL.

Board of Trade Members.

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Bowlen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.
Lake Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*

PEORIA, ILL., (Continued).

Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Turner Hadnut Co., receivers and shippers.
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

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Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Etl., flour, grain, feed.*
Lemont & Son, E. K., wheat, corn, oats, flour, feed.
McKay, Donald, grain and millfeeds.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Standard Hay & Grain Co., grain and hay.
Stites, A. Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

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Burson Grain Co., C. G., recvrs., shprs-commission.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.
Hardman & Duker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, MAINE.

Casco Grain Co., wholesale, grain & feed.
Doten Grain Co., The, grain, feed, flour.

PORTLAND, ORE.

Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*

PUEBLO, COLO.

McClelland Mct'l I. & R. Co., grain hay, and feed.*

QUINTER, KANSAS.

Jones-Rogers Grain Co., brokers.

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.

SAGINAW, MICH.

Saginaw Milling Co., flour, feed, hay, grain.*

SALINA, KANS.

Board of Trade Members.

Baber Grain, Feed & Seed Co., grains, feed, seeds.
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E. L. Riekel, grain receiver and shipper.
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Weber Flour Mills Corp., millers, exporters, grain dlm.
Wright-Wilson Grain Co., milling wheat.

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whole grain, hay, flour, feed.*

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Grain Exchange Members.

Aunt Jimmie Mills Co., A. J., hominy feed.
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Bushfield Grain Co., receivers and shippers.
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Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkener Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Plecker & Beardsley Com. Co., grain and grass seed.*
Toberman, Mackey & Co., grain, hay, seeds.*

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.
Bailey, Walter H., grain merchants.*
McCaull Dinsmore Co., commission.*
Terminal Grain Corp., receivers & shippers.
Rumsey & Co., receivers of consignments.*
Merriam Commission Co., corn and oats.
Western Terminal Elevator Co., receivers and shippers.

SIOUX FALLS, S. D.

Burke Grain Co., grain merchants.

SPRINGFIELD, MO.

Clalborne Commission Co., commission merchants.*

STERLING, COLO.

Moore, James A., grain dealer.

TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.

THOMASVILLE, GA.

Burch & Son, W. H., corn millers.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.
Morehouse & Co., wholesale grain and seeds.

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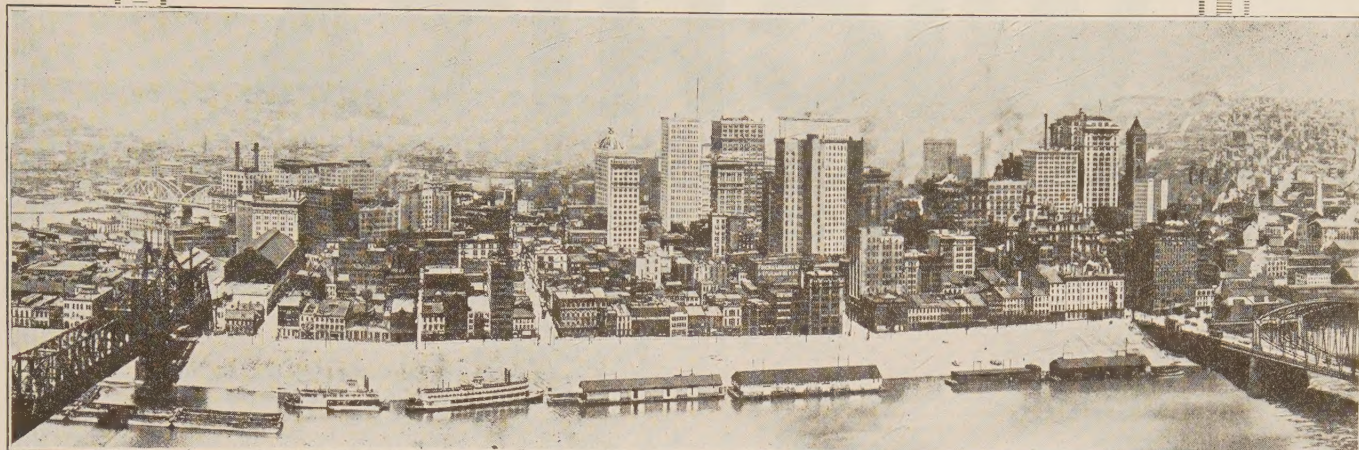
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JOHN WICKENHISER & CO.

Wholesale Grain Dealers

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We make track bids and quote delivered prices, Solicit Consignments of Grain and Clover Seed, Members Toledo Produce Exchange and Chicago Board of Trade

There is great satisfaction in trusting your CONSIGNMENTS OF GRAIN AND SEED to a firm you KNOW to be RELIABLE.

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J.F. ZAHM & CO.
HERE SINCE '79
ASK FOR OUR DAILY RED LETTER
Toledo Seed Futures
Chicago Grain Futures
On that next order
"Send it to Zahm"
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Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

FORM 40 contains 40 pages, bound in heavy canvas covers with spaces for registering 12,000 cars. Price, \$2.00. Weight 1¾ lbs.

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Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

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International Game, played in Toledo, Ohio. Providence does dealing. When "Seedy" favor

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Like Billy Sunday they deal in cash and futures

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.

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"The top 'o the market to you"

SWIFT GRAIN CO.

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Consign or Ask Us for Bid

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Keeping Customers is Our Business**W. G. PRESS & CO.**
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GRAINS ALL WAYS

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327 South La Salle Street

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Barley a Specialty

Personal attention given
Sample Orders

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Traveling Representatives:
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For Best Results
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Barley a Specialty

Ship Us Your
Corn, Oats and Wheat

Regardless Of Its Condition

We operate the Superior Elevator
equipped with all modern machinery
for handling grain**PRATT & CO.**OPERATORS OF
SUPERIOR ELEVATOR

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GRAIN BARLEY *A Specialty*

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Electric
Consignment
ServiceA reliable service designed
to meet the requirements of
shippers to the Buffalo Mar-
ket. We solicit your shipments.**ELECTRIC**
GRAIN ELEVATOR
CO., BUFFALO**Want an Elevator?**Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal**THIS WAY OUT**

It is very annoying to a miller to see newly corrugated rolls all battered and marred by iron particles.

There is no good reason why it should be permitted.



The INVINCIBLE Sypher Electro Magnetic Separator will remove all the iron. Attracting force of 500 lbs.

Small consumption of current. Attaches to lighting line or if Direct Current is not available, current is generated by an inexpensive miniature dynamo.

Write for special bulletin No. 27

INVINCIBLE GRAIN CLEANER COMPANY, Silver Creek, N. Y.**THE DISTRIBUTION PROBLEM**

Look the Distributor question squarely in the face. What is it you want?

Accuracy—uniform, reliable accuracy,—the kind you can count on. Theoretical efficiency, estimated value, probable endurance,—they won't prevent grain from mixing in the wrong bin; they won't pay repair nor replacement bills. What you need is a Distributor of proven worth. Men who are Distributor wise choose a Hall.

SCIENCE

The building of an Elevator Leg such as the HALL SPECIAL is a problem in mechanics as much as the construction of a suspension bridge, or a tunnel, or a warship, or an office building.

Every single part has expert attention;

First, as a unit; and Second in its relation to other parts. Each assembled unit such as the Head Pulley, Boot or Cups is tested for its special adaptation before being passed upon as a suitable part of the

HALL SPECIAL LEG

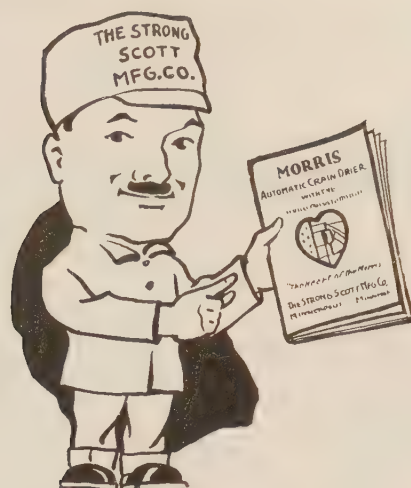
WRITE FOR OUR CATALOGS.

Hall Distributor Company, 222 Railway Exchange, Omaha, Nebr.**Scale Ticket Copying Book**

Contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9½x11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73. \$1.50; weight 2 lbs.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.



Let Us Send You This Book on Grain Drying

You will then know why we can claim the Morris is the best drier on earth—a machine

- that is entirely automatic in operation
- that cannot clog
- that operates the discharge gates intermittently
- that is simple and positive in operation
- that has steam valves to control temperature
- that has a low steam consumption
- that dries uniformly

- that does not break or crack the grain
- that uses fresh clean air for both drying and cooling
- that cools as thoroughly as it dries
- that has uniform air distribution throughout
- that provides for accessibility to the grain for inspection during drying
- that is manufactured of the best materials and under most careful supervision.

The Strong-Scott Mfg. Co.

"Everything for Every Mill and Elevator"

MINNEAPOLIS

GREAT FALLS

MORRIS GRAIN DRIER



There Is
Only One
GENUINE

Humphrey Elevator

This is the genuine Humphrey Employee's Belt Elevator which has been saving time and increasing production in hundreds of plants for 32 years.

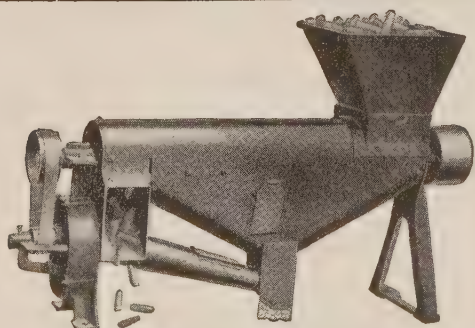
Features—Electric Silent Chain Drive; Driving mechanism a compact, self-contained unit; running in oil bath; Humphrey Patented Automatic Stop; quick and easy control; self-operating.

Write for full information. Let us tell you how this dependable passenger and freight carrier can save you money.

Humphrey Elevator Co.

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Style A Triumph Corn Sheller

A GOOD SHELLER OF MODERATE CAPACITY

If you can use a Sheller that will properly shell 75 bushels of corn an hour; and if you want a good simple machine, you'll get just the sheller you ought to have in a Triumph.

Thousands of Triumph Shellers are at work in moderate sized mills and elevators both in this country and abroad, and every one of them is shelling corn properly and producing its share of profits.

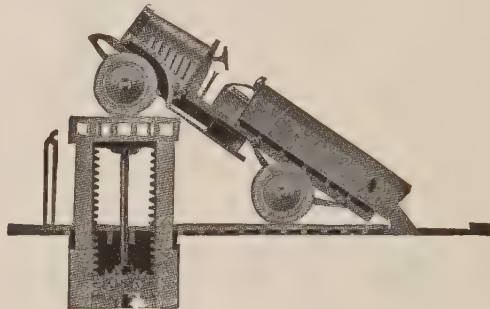
We'll be glad to send you a copy of our new corn sheller circular. Just send us a postal or a letter asking for it.

THE C. O. BARTLETT & SNOW CO.

Main Office and Works: Cleveland, Ohio

Get a Trapp Dump and Have Protection

You will not have any more accidents to trucks if you have a Trapp Dump installed. The Trapp Dump has safeguards which eliminate all danger of injury to your patrons' trucks.



Buy a Trapp Dump Now; and have the very best modern equipment. It can be easily and quickly installed, without necessitating the remodeling of your driveway to any extent—simply cut out space wide enough in which to insert the new Trapp Dump. **SEND TODAY** for long list of installations, prices, and full details.

Trapp-Gohr-Donovan Company

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WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Herringbone Reduction Gears
Bag Closing Machine	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
{ Roller	Oat Bleachers and Purifiers
Belt	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	{ Kerosene Engine
Car Mover	{ Motors
Car Fuller	Power Shovel
Car Seals	Renewable Fuse
Cleaner	Rolls for Cracking Corn
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Dockage Tester	Separator
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Elevator Leg	Silent Chain Drive
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Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
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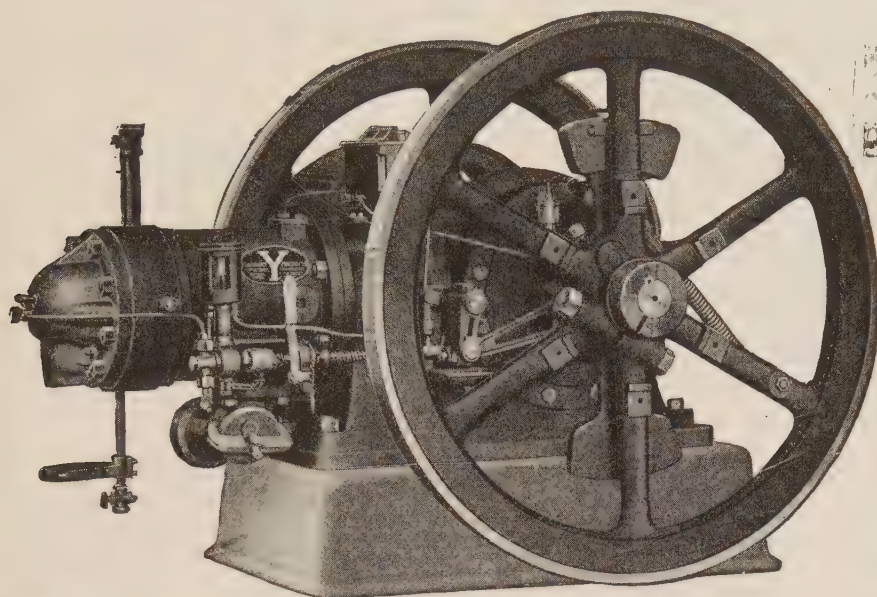
or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 345 So. La Salle St., Chicago

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Considers the "Y" to Be the Best Oil Engine Built

This Elevator owner says:

"It is very economical, requires very little attention and is altogether the smoothest running piece of machinery I have ever seen.

"Y" oil engines, 10 h.p. to 200 h.p., are giving steady, dependable power for mills and elevators. They use low grade fuel oils economically."

Fairbanks, Morse & Co.

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CHICAGO

THE CANADIAN FAIRBANKS-MORSE CO., LTD., MONTREAL



Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

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Matthew H. Potter & Sons, Morrison, Illinois, say of their Kewanee *All Steel* Truck Lift: *"It is everything you claim it to be. It is easy to install and easy to operate and with it we are able to dump both wagons and trucks very easily and quickly."*

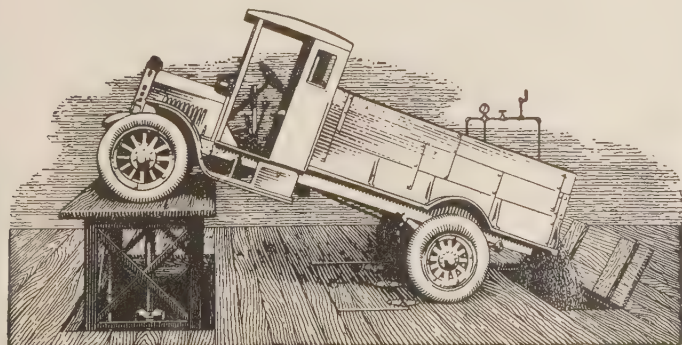
The Kewanee *All Steel* Truck Lift will last as long as your elevator. There is nothing to break—it is built of steel. And it simply can't get out of order.

Its cost *installed* is *less* than for any other reliable device on the market.

Let us send you a list of users so you can ask them what they think

Kewanee Implement Co.

Kewanee, Illinois



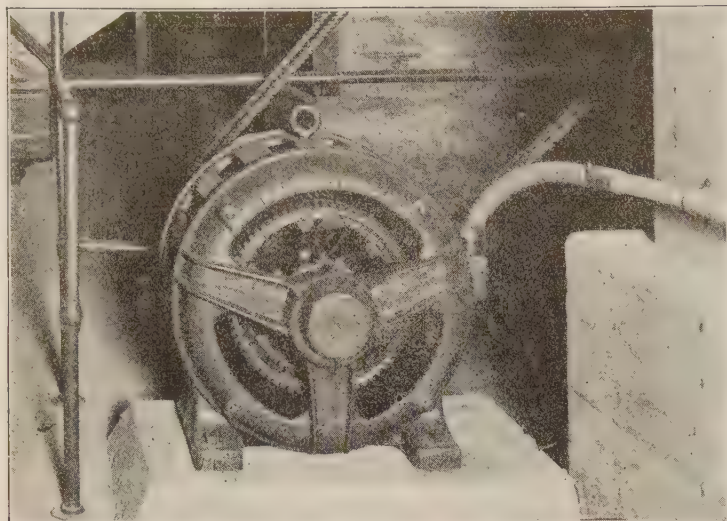
Kewanee Implement Co.,

521 Commercial St., Kewanee, Ill.

Tell me about the Kewanee All Steel Truck Lift, which never gets out of order. I understand this will not obligate me in any way.

Name

Address



Induction Motors

The highest standards of Engineering and Manufacturing principles are embodied in Allis-Chalmers Type "AN" Induction Motors.

An installation of a Type "AN" Squirrel Cage Motor driving cleaning machinery through a rope drive in a large Grain Elevator

Send for Bulletin

ALLIS-CHALMERS

MANUFACTURING COMPANY

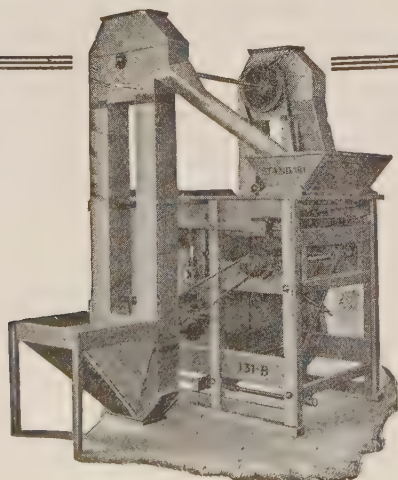
MILWAUKEE, WISCONSIN. U.S.A.

The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

STANDARD

you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

The International Mfg. Company
CRESTLINE, OHIO



ACCOUNT BOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 160 pages or spaces for records of 6560 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

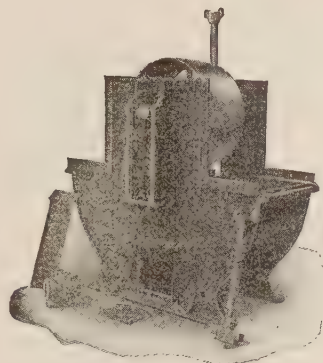
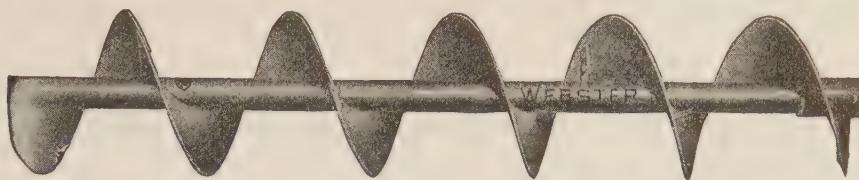
GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16¾ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial. Our **Weights in Bushels**, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

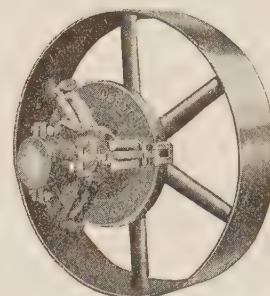
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GRAIN DEALERS JOURNAL

305 So. La Salle Street, Chicago,



Wherever the highest degree of conveying and elevating efficiency is required for grain elevators, there you will find Webster equipment, because a comprehensive understanding of grain elevator problems has been acquired from a half century experience in this field.

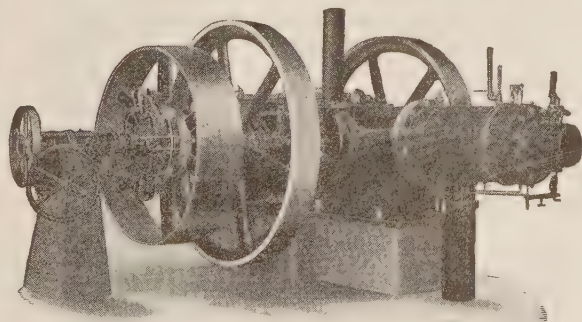


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MUNCIE Heavy Duty Oil Engine



USE CRUDE OIL AND FUEL OIL

Reduce Your Fuel Bill 80 Percent
Sizes 10 to 250 H. P.

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The Fairmont Creamery Co's Pure Powdered Buttermilk

Guaranteed Analysis. The pure, solid content of the buttermilk dried fresh from the churn. Packed in 100 lb. net weight new burlap sacks, paper-lined, and in 160 lb. net weight new wooden barrels, paper-lined, at a slightly higher price.

For Poultry Feed Manufacturers

Fairmont's Pure Powdered Buttermilk greatly increases the value of laying mashers and chick feeds and increases sales. Are you taking advantage of the steadily increasing demand for buttermilk mashers? Let us quote you in any quantity from a sack to a carlot, delivered anywhere.

Secures Fresh Milk Values

Miner Laboratories reports digestibility of protein in Fairmont's Pure Powdered Buttermilk as 97.51 per cent. Give your feeds the combined tonic and feed value of fresh buttermilk in a concentrated form that keeps indefinitely and at a moderate price.

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A Quality Product at a Quantity Price

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CORN SHELLER VALUE IS A COMPOSITE—an INDEX composed of quality of materials and workmanship, mechanical soundness, durability, reliability, appearance and price.

To judge U. S. Value, we ask you to examine it exhaustively, interview owners, compare it with all other shellers.

You will be amazed to find that for actual superiority in all essentials U. S. prices are lowest.

U. S. prices are based upon former low costs of plant and equipment, and present costs of labor and material.

THE B. S. CONSTANT MFG. CO.

Bloomington, Illinois

Dust Collectors

**Alone do not Prevent Explosions
in Elevators, but
DAY**

**Dust Collecting
Systems do When
Properly Installed**

The Day Company

1006 Lyndale Avenue N. Minneapolis, Minn.

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevent leakage in transit and we make car liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario.

Record of Cars Shipped

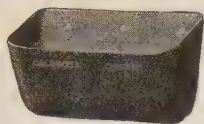
This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, many be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

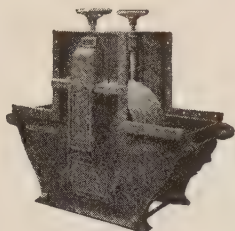
Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

305 S. La Salle Street, CHICAGO, ILL.

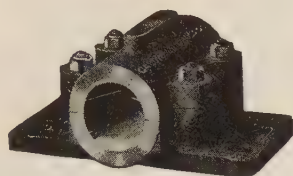


CALDWELL SERVICE



HALF a million dollars worth of well selected stock, constantly maintained, and an organization keyed up to the theory that plant efficiency is measured by the number of orders shipped on the day of receipt, accounts for Caldwell service.

If you need gears, sprockets, transmission machinery, Helicoid Conveyor or any of the Caldwell specialties promptly, wire Caldwell, or call up the nearest Link-Belt office. You will find Link-Belt Company offices in all principal cities.



H. W. CALDWELL & SON CO.

LINK-BELT COMPANY, OWNER

CHICAGO, 17th Street and Western Avenue

DALLAS, TEXAS, 709 Main Street

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CALDWELL



"Eureka"

MUSTARD SEED SEPARATOR

Conceded to be the most ingenious thing ever invented for removing mustard from screenings, grain and seeds.

**Automatic
No Moving Parts**

**Operates on the
Gravity Principle**

**Self-Acting
Requires No Power**

Sold at such a low price that it actually pays for itself in a few weeks.

READ THIS:

Gentlemen—I have O. K'd the bill for Mustard Seed Cleaner. It is surely a dandy little machine, and does the work to perfection. Wishing you success, I am yours truly,

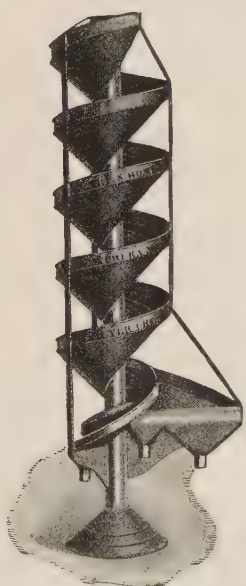
STAR & CRESCENT MILLING CO.

W. W. SOPHER, Supt.

We'll test your samples and show you something interesting

S. HOWES COMPANY, Inc. Silver Creek, N. Y.

European Branch: 64 Mark Lane, London, England



Fabricated Steel Products

We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

Corrugated Sheets Erected

We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.

The Sykes Company
930 West 19th Place Chicago, Ill.

Here's a record from The Northwest

The General Manager of a prominent Grain & Elevator Company in the Northwest wrote us recently:

"Otto engines have always given us much better satisfaction than any other engines we have used. Any time we can get an Otto for elevator work we are not going to consider anything else."

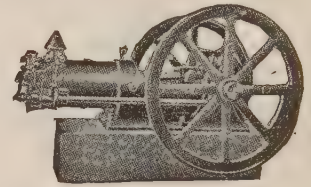
Otto owners all over the country have reported thousands of similar records—20 years is not at all unusual. Many of them add, "The engine seems good for twenty more years."

If you are interested in stationary engines—gas, gasoline, or kerosene—you need the Otto catalogue. Drop us a postal for your copy.

Models up to 50 H. P. in stock.

Otto Engine Manufacturing Co.

3219 Walnut Street, Philadelphia, Pa.
15-17 S. Clinton St., Chicago, Ill.



DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
Randolph Grain Driers
WIRE WHEEL SHONE
O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

—First in Enterprise!
—First in Advertising!
—First in Circulation!
—First in News!

The Grain Dealers Journal

We Have Moved

To better accommodate a rapidly increasing business, we have moved from our old plant at 1722-30 Tracy Ave., Kansas City, Mo., and are now in our

New Location
16th and Holmes Sts.
North Kansas City, Mo.

Our new plant is much larger, entirely modern, and equipped with better facilities for manufacturing and distributing Standard Steel products, including

Steel Dump Bodies	Mill and Elevator
Hydraulic and hand	Equipment
Holsts	Elevator Buckets
Boiler Casings	Paver's and Roofer's
Smoke Stacks	Kettles
Welded Tanks	Boiler Breeching
Oil Refinery.	Grain Bins

Let us serve you. We are prepared to give you immediate service with Standard Steel quality.

STANDARD STEEL WORKS

16th and Holmes Streets
North Kansas City, Missouri

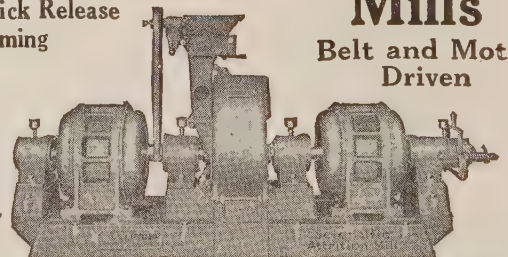
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COSTS LESS PER HOUR

Ball Bearings
Accessible Interior
Safety Quick Release
Self-Tramming

Attrition Mills

Belt and Motor Driven

SAVE
Power
Time
Money



The Bauer Ball-Bearing Motor-Driven Attrition Mill
Costs Less per Hour to Operate

The Bauer
COSTS LESS PER HOUR

Send for
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The BAUER BROS. Co.
506 Bauer Bldg.
SPRINGFIELD, OHIO

Everybody Wants To Cut Expenses

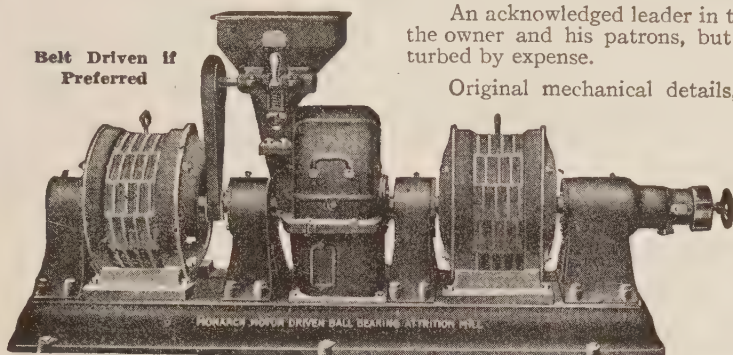
Profits must be saved as well as earned and economy in conducting business is as important as the returns from sales.

In starting or continuing the operation of a feed grinding business in connection with your regular grain business, the first step toward cutting expenses and keeping them at a low level, is the installation of the

MONARCH BALL BEARING ATTRITION MILL

Whether you are just starting in business or have been engaged in feed grinding for some time—it will pay you to get a MONARCH—if you do not already own one.

Belt Driven If Preferred



An acknowledged leader in the field, this mill not only stands for satisfaction to both the owner and his patrons, but is so economical to run that profits are in no way disturbed by expense.

Original mechanical details, worked out carefully, proved and accepted by hard headed men of business, have removed the fear of competition.

Will you allow us to figure on your feed grinding proposition, without cost or obligation to you?

Sprout, Waldron & Co.
Milling Engineers

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KIMBALL ELEVATORS & MANLIFTS



Passenger or Freight
For Grain Elevators & Mills
Electric or Hand Power
Complete Line

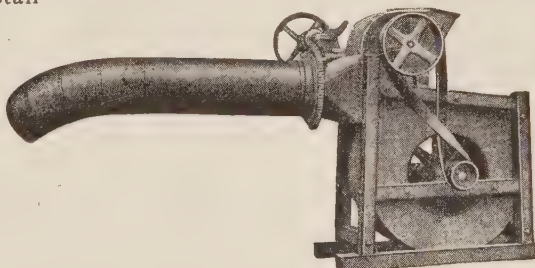
KIMBALL BROS. CO.
1129 Ninth Street
COUNCIL BLUFFS, IOWA

Branches: 202 Scott Thompson Bldg., Oklahoma City,
610 Delaware St., Kansas City, Mo.

CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grain possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The
Combined
Grain
Cleaner
and
Pneumatic
Car
Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars

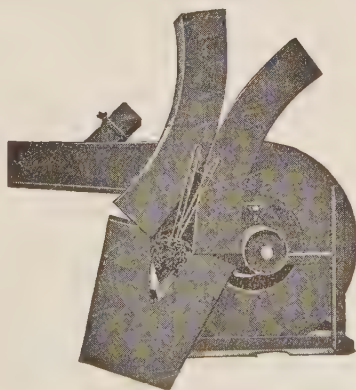
MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS

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Keep up the Christmas Spirit with a message of cheerfulness, do it with holiday greeting cards. A complete set of samples, Business or Personal greetings, or both kinds with price list will be mailed promptly for your inspection.

The American Embossing Co.
193-95 Seneca St. Buffalo, N. Y.

Small Elevator Plans Free



30 DAYS' TRIAL

Suggestive plans for small elevators from 2,000 to 6,000 bushels capacity will be mailed you upon request. These houses are low in height and cost. Grain loaded without scooping and plans include automatic scale, cleaner and Boss Air Blast Car Loader. Just the thing for many small stations.

We can also mail plans for small plants for receiving, storing and shipping corn in the EAR without scooping in the car.

You can make your old house modern by installing a Boss Air Blast Car Loader. Every car can then be loaded without scooping. Our Portable outfits meet many needs. Write today outlining your problems. We will send you complete information free.

Maroa Manufacturing Company, Dept. G, Maroa, Ill., U. S. A.

GRAIN ELEVATOR BUILDERS

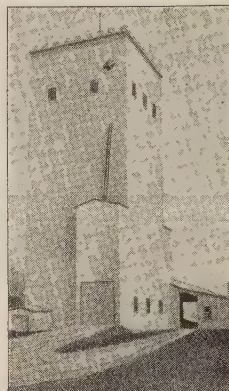
A Reduced Cost of Handling Grain

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

30 Years Practical Experience

YOUNGLOVE CONSTRUCTION CO.
Sioux City, Iowa



THE illustration shown is of an elevator designed and built by us. May we build one for you?

Write and tell us when to call and go over the proposition with you.

Corn Belt Engineering & Construction Co.
BLOOMINGTON ILLINOIS

Your Individual Needs are respected when your elevator is designed and built by

W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

BIRCHARD CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of Operation and Maintenance
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Grain Storage Tanks
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EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS
GEO. H. CRAIG
386 120th Place, Blue Island, Ill.

Brandon Construction Company
The Southeast's Foremost ELEVATOR BUILDERS
MARIANNA FLORIDA

IF you wish to build your elevator right, my eighteen years experience is at your command.

C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
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A. F. ROBERTS

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FURNISHES**

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ELEVATORS
CORN MILLS
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CONTRACTS and BUILDS
MODERN GRAIN ELEVATORS
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Plans and Estimates Submitted
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Engineers and Builders of

MODERN WOOD and FIREPROOF ELEVATORS

We furnish plans and estimates
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Write us about your requirements
OMAHA, NEB.

D. F. HOAG & CO.

Designers and Constructors of
GRAIN ELEVATORS
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THE RYAN CONSTRUCTION CO.
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We build Modern Fireproof Grain Elevators,
Mill Buildings and Storage Bins
SPECIAL ATTENTION GIVEN TO REPAIR WORK
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Builders of
GRAIN ELEVATORS and COAL POCKETS
of the BETTER CLASS
Special study given to each plant—Each plant fills the individual needs

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Sample Envelopes

*Grain Samples Sent
the Spear Way Always
Reach Destination*

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

HEYWOOD MFG. CO.
420 N. 3rd St. Minneapolis, Minn.

HOLBROOK, WARREN & ANDREW

Successor to
Miller, Holbrook, Warren & Co.
Designing Engineers
Reinforced Concrete Elevators, Large or Small
Millikin Building . . . DECATUR, ILL.

WE CANNOT afford to be without the Grain Dealers Journal.—J. W. Ricks, A. Liske & Co., Canadian, Tex.

309 So. La Salle St. Chicago, Ill.



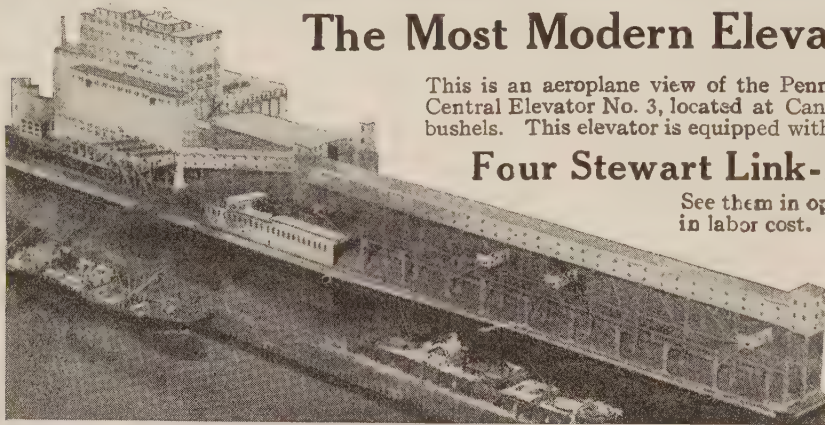
Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals



The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.

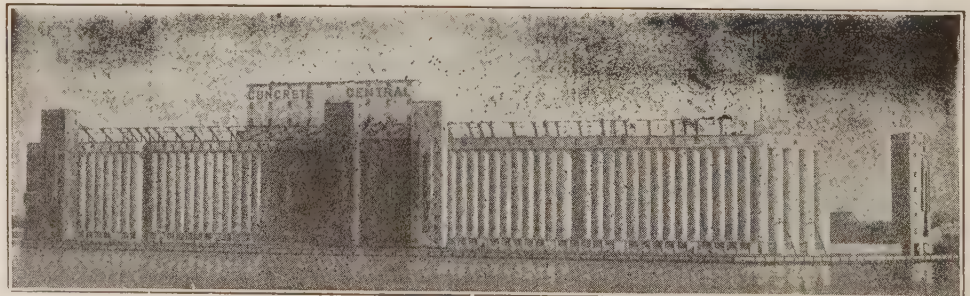


Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO.,

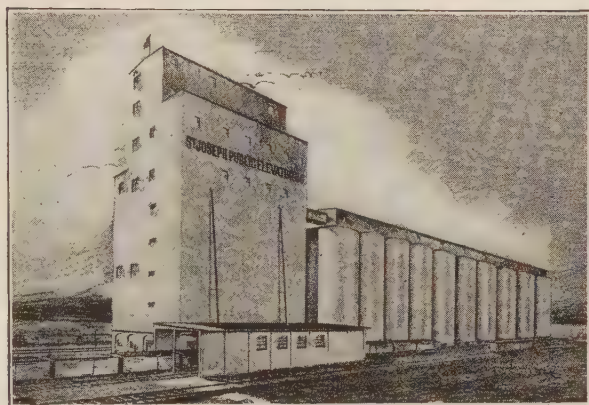
BUFFALO, N. Y.



New York State Barge Canal Terminal Elevator now under construction

\$148,345.00 saved by the State of New York in placing contract for this structure with us.
ADVANCED METHODS — INTENSIVELY DEVELOPED ORGANIZATION — MADE THIS POSSIBLE

FEGLES CONSTRUCTION COMPANY, Limited
Minneapolis, Minn. Fort William, Ontario



St. Joseph Public Elevator
St. Joseph, Mo.

John S. Metcalf Co.
Grain Elevator Engineers

108 South La Salle St.
CHICAGO, ILL., U. S. A.

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BUENOS AIRES

H. P. Roberts L. D. Rosenbauer
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Designers and Builders of
Modern Mills and Elevators
Flour Mill and Elevator Machinery
SPRINGFIELD, MO.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

FOR
Concrete Elevators
TOWNSEND B. SMITH
Decatur, Ill.

YOU—

Can find no present more acceptable to the progressive grain dealer than a paid up subscription the Grain Dealers Journal.

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
760-762 Gushard Building
DECATUR ILLINOIS

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G.
N. P. BOWSHER CO., SOUTH BEND, IND

The paper the Grain Dealer supports, because it supports the Grain Dealer—
GRAIN DEALERS JOURNAL

THE WORLD'S LARGEST ELEVATORS USE THIS BRUSH

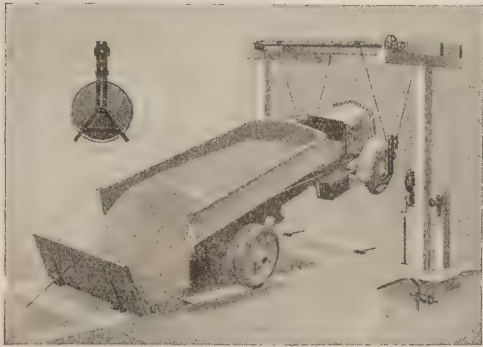


For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways.
Price \$16.00 per dozen, F. O. B. Minneapolis

Flour City Brush Company
422-424 South Fourth Street MINNEAPOLIS

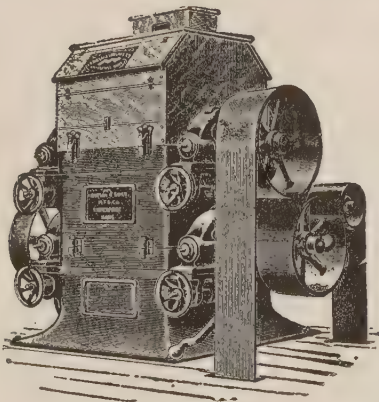
TRUCK AND WAGON DUMP



Simple
Durable
Practical
Safe
Inexpensive
Substantial

Easily Installed, Operated
by Hand Power. For further
information address

L. J. McMILLIN, 525 BOARD OF TRADE, INDIANAPOLIS, INDIANA
Designer and Builder of Grain Elevators



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehram & Sons Mfg. Co.

Enterprise, Kansas

TYDEN
CAR SEALS

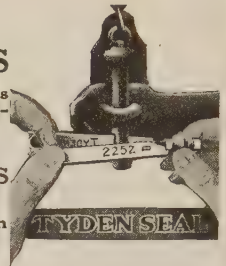
Bearing shipper's
name and consecu-
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Prevent

CLAIM LOSSES
10,000 SHIPPERS

Are now using them

Write for samples
and prices



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., Chicago, Ill.

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New
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for Home and Office Use

An up-to-date, comprehensive dic-
tionary of the English Language, with
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14 full page plates, besides 840 illus-
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Compact and beautifully bound. Size
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Three styles of binding, with or with-
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box.

Write for prices.

LAIRD & LEE, Inc.

1732 Michigan Ave.

Chicago, Ill.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS



Dust
Collection

is

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When You Install a

NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the
possible total loss of your house
by dust explosion; second, the
dust and screenings so collected
can be sold; and in the third place
it effects a saving of one-half in
power cost. The revenue thus
produced by the collector will
pay for it many times over.

Investigate before it's too late.

THE KNICKERBOCKER CO.
JACKSON, MICH.

When You Think of Electrical Construc-
tion or Repairing—THINK OF

Pierson-Wilcox Elect. Co.
MINNEAPOLIS, MINN.

ESTABLISHED 1898

Statement of the Ownership, Management,
Circulation, Etc., Required by the Act
of Congress of August 24, 1912.

Of Grain Dealers Journal, published semi-
monthly, at Chicago, Ill., for October 1,
1921, State of Illinois, County of Cook, ss.

Before me, a notary public in and for
the State and county aforesaid, personally
appeared Charles S. Clark who, having
been duly sworn according to law, deposes
and says that he is the business manager
of the Grain Dealers Journal, and that the
following is, to the best of his knowledge
and belief, a true statement of the owner-
ship, management (and if a daily paper,
the circulation), etc., of the aforesaid pub-
lication for the date shown in the above
caption, required by the Act of August 24,
1912, embodied in section 443, Postal Laws
and Regulations, printed on the reverse of
this form, to wit:

1. That the names and addresses of the
publisher, editor, managing editor, and
business managers are:

Publisher, Grain Dealers Journal, In-
corp'd., Chicago, Ill.

Editor, R. R. Rossing, Elmhurst, Ill.

Managing Editor, Charles S. Clark.

Business manager, Charles S. Clark, Chi-
cago, Ill.

2. That the owners are: (Give names
and addresses of individual owners, or, if
a corporation, give its name and the names
and addresses of stockholders owning
or holding 1 per cent or more of the total
amount of stock.):

Grain Dealers Journal, 309 South La Salle
St., Chicago, Ill.

Charles S. Clark, 309 South La Salle St.,
Chicago.

R. L. Morrell, 4200 Wilcox Ave., Chicago.

3. That the known bondholders, mort-
gagees, and other security holders own-

ing or holding 1 per cent or more of total
amount of bonds, mortgages, or other se-
curities are (If there are none, so state):
None issued.

4. That the two paragraphs next above
giving the names of the owners, stock-
holders, and security holders, if any, con-
tain not only the list of stockholders and
security holders as they appear upon the
books of the company but also, in cases
where the stockholder or security holder
appears upon the books of the company
as trustee or in any other fiduciary rela-
tion, the name of the person or corpora-
tion for whom such trustee is acting, is
given; also that the said two paragraphs
contain statements embracing affiant's
full knowledge and belief as to the cir-
cumstances and conditions under which
stockholders and security holders who do
not appear upon the books of the company
as trustees, hold stock and securities in
a capacity other than that of a bona fide
owner; and this affiant has no reason to
believe that any other persons, association,
or corporation has any interest direct or
indirect in the said stock, bonds, or other
securities than as so stated by him.

5. That the average number of copies
of each issue of this publication sold or
distributed, through the mails or other-
wise, to paid subscribers during the six
months preceding the date shown above
is (This information is required
from daily publications only.)

CHARLES S. CLARK.

(Signature of business manager.)

Sworn to and subscribed before me this
8th day of October, 1921.

JOHN A. AITKINS,

(SEAL)

Notary Public.

(My commission expires Nov. 29, 1924.)

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—Nearly new, up-to-date, iron covered elevator in eastern Kansas for sale; good business; fine prospects. Address 47V6, Grain Dealers Journal, Chicago, Ill.

40,000 BUSHEL grain elevator; capacity warehouse and hay sheds for hay storage, 100 cars. Plant in good shape and fully equipped. For particulars address A. H. Bowman & Co., 400 East Main St., Louisville, Ky.

KANSAS elevator, in best wheat belt, for sale; 15,000 bushel house. Crops in fine condition. \$3,000 quick sale. Address 47J28, Grain Dealers Journal, Chicago, Ill.

SOUTHERN INDIANA—15,000-bushel cribbed elevator on private ground in County Seat town for sale. Good grain, flour and feed business. Address A. H. Richner, Crawfordsville, Ind.

IOWA—THREE elevators in north central Iowa for sale. All doing good business and in excellent territory. Price right. Write quick. Address 46M4, Grain Dealers Journal, Chicago.

COLORADO—Three well-located elevators for sale, all within 56 miles. 50 barrel mill in connection with one. All or controlling interest will be sold at 80c on the dollar. Write for further particulars. Martin T. Nelson, Ordway, Colorado.

YOU MAY BE MISSING SOMETHING
If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert a small advertisement in the "Wanted-For Sale" department of the Grain Dealers Journal, 305 So. LaSalle St., Chicago, Ill.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

OHIO'S BEST AND CLEANEST ELEVATOR.
One of the best grain points in the state. Will sell at less than cost of replacement today. 25,000 bushel capacity, steam power. One other elevator in town. Will handle around 150,000 bushels annually. Good side line business. Good, modern town, 3000 population. For further particulars write Box 459, Hicksville, Ohio.

MONTANA—Two good cribbed elevators each handling 100,000 bushels of wheat annually besides doing a good coal, retail feed and seed business. Elevators located in the Yellowstone Valley with both irrigated and dry land to draw from; never have had a failure of crops in this territory. Good reasons for selling. If interested write Box No. 1104, Billings, Montana.

RECEIVER'S SALE OF ELEVATOR and flour mill. Indiana Elevator 28 miles west of Indianapolis, in fine farming section; 30,000 bu. capacity. Coal, feed, flour, post and fence business in connection. Acknowledged to be best elevator location in small town in central Indiana. Also 40 bbl. Midget system flour mill in excellent condition. 15,000 bu. storage capacity. Will be sold separate or together. Date December 1, 1921, and from day to day thereafter until sold. For full particulars and description address

Marion H. Roberts,
Receiver, Farmers Elevator Co.,
Jamestown, Indiana.

ELEVATORS FOR SALE.

KANSAS—Large country elevator, fine condition, fully equipped, good grain country, for sale; bargain. Lock Box 164, Ft. Scott, Kan.

ANSWERS—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

FOR SALE or Lease—Modern grain elevator in good corn territory in red clay section of North Florida. Write to Jefferson County Products Co., Monticello, Fla.

16,000 BUSHEL steel sided electric power elevator for sale. Will ship 175,000 to 200,000 bushels and side lines. Price on application. Address 47S1, Grain Dealers Journal, Chicago, Ill.

TWO INDIANA elevators and implement business for sale; doing good business; electrically operated; located on main line of railroad. Address 47U7, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn. 46A13.

IOWA ELEVATOR, pop corn cribs and coal yards for sale; only one in town. About 100 miles east of Sioux City. Doing a good business. Address 47U3, Grain Dealers Journal, Chicago, Ill.

WESTERN IOWA—TWO elevators at adjoining stations handling grain, coal and feed. One man can handle both with helper. Both modern equipment, and big grain stations. Address 46M7, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—6,000 bushel capacity elevator for sale. Situated in the Holstein center. \$100,000.00 business transacted last year in Dairy, Feed, Grass Seed, Flour, Salt and Grain. All in A1 shape. Situated at Mapleton, Wis. Make me an offer, as I am going to sell. Come and see the property. Calvin J. Jones, R. No. 2, Oconomowoc, Wis.

ILLINOIS 20,000-bu. capacity elevator, located on C., B. & Q. R.R., for sale. Good coal and feed business in connection, with new feed house and coal storage. Elevator in fine condition and equipped with electric power, 2 dumps, 2 scales. Exceptionally fine location. Only elevator in town. Priced right. Address 47S15, Grain Dealers Journal, Chicago, Ill.

10,000-BUSHEL capacity elevator at Rock Port, Mo., for sale. In the heart of the corn belt. Flour, feed, coal business in connection. Dumps (wagon and truck), Fairbanks scale, cleaner, sheller. In good order. Real business, real town; no competition. Rock Port is Co. Seat of Atchison Co.; electric lights, good schools, paved streets. Price \$8,000; terms. Christian Bros. Merc. Co., Rock Port, Mo.

CENTRAL WISCONSIN elevator and service station for sale. Modern, new gasoline filling station, built 7 months; sales first season 35,000 gallons of gasoline. Located on State Highway. Adjoining elevator with capacity of 12,000 bu., doing a business of \$75,000.00 last year. Two residence or business lots adjoining. Located in town of 8,000, good grain center. Price \$18,000. Reason for selling, poor health. Address 47V24, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TEXAS—Rio Grande Valley, irrigated, no crop failures. For sale: 25,000-bu. ironclad elevator, large two-story feed warehouse annex, equipped with hand power elevator; plant electrically operated; handle flour, feed, seed; manufacture cornmeal; big established business; California climate, very healthy. Good reason for selling. Address Wm. J. Buttschau, San Juan, Texas.

ELEVATOR FOR SALE OR RENT

IOWA cribbed (ironclad) elevator for sale or rent, 16,000 bu. capacity, located at LeMars, on C., St. P., M. & O. with free switching to I. C. Ry. Well equipped; gasoline power. 5,000 bu. corn cribs adjoining. F. A. Post, LeMars, Iowa.

ELEVATOR FOR RENT.

ILLINOIS elevator for rent, located in good grain territory, 20,000 bu. capacity; coal sheds. Needs repairing and lessee can apply cost of repairing on rent. Reasonable rental to right party. Address 47T33, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

CENTRAL INDIANA elevator wanted. Give full details. Paul Garrison, Galveston, Ind.

WANT TO LEASE a good elevator or operate it on joint account. Address 47V8, Grain Dealers Journal, Chicago, Ill.

WESTERN IOWA elevator wanted for lease. State capacity and rent you wish. Address 47V27, Grain Dealers Journal, Chicago, Ill.

INDIANA—Central or northern, elevator of ten or fifteen thousand bu. capacity wanted to rent with privilege of buying. Address 47V12, Grain Dealers Journal, Chicago, Ill.

ONE OR MORE country elevators wanted on the C. R. I. & P., C. & N. W. or C. M. & St. P., eastern one-half of Iowa preferred. Must be good grain stations and priced right. Address 47V21, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE—Equity in well-improved 100 acre farm in Wayne Co., Iowa, for good country elevator. State value of elevator and capacity. Address 47V28, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY part interest in an elevator and take over management, or lease with privilege of buying. Must be good location and good town, Ohio preferred. Address 47V14, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE **ELMER N. SMITH**
Elevator Brokers, Frankfort, Indiana.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th St., Chippewa Falls, Wisconsin.

CLAYBAUGH-McCOMAS
Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

HELP WANTED.

MACHINERY SALESMAN of experience wanted. Must be a worker. Address 47V13, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

BUSINESS OPPORTUNITIES.

QUARTER SECTION land to trade for elevators in South Dakota or Nebraska. T. S. Braithwait, Bovee, S. Dak.

PART INTEREST for sale in well established firm engaged in the construction of concrete elevators. For particulars address 47V30, Grain Dealers Journal, Chicago, Ill.

CONTROLLING INTEREST, with sole management, of line house and terminal company, doing good business, with excellent prospects, for sale for only \$31,000.00. Part terms if properly secured. Address 47V5, Grain Dealers Journal, Chicago, Ill.

INDIANA mill and elevator for sale. A real business chance. Would rather sell one-half interest to live elevator man and let him manage plant. Have other business to look after, reason for selling. Address 47U15, Grain Dealers Journal, Chicago, Ill.

WHOLE OR PART INTEREST FOR SALE—Feed concern in eastern city of over one hundred thousand people, established many years ago and widely known, enjoying a large local trade; has recently erected a modern, complete feed milling and mixing plant; own railroad siding and milling-in-transit facilities available; in need of capital. Will sell out entirely, part or controlling stock to get larger working capital. Worth investigating. Address 47U1, Grain Dealers Journal, Chicago, Ill.

A WELL ESTABLISHED and good paying mill and warehouse in Los Angeles will sell a 40% interest in its business to a good live grain man for \$20,000.00. Or, will guarantee a good substantial return on his money to a party wishing an opportunity to make an investment without taking an active interest in the business. This is a going concern, making money right now, and is a splendid opportunity for the right man who wants to change his location. For further particulars write P. O. Box 600, Arcade Station, Los Angeles, Cal.

BAGS—BAGGING—BURLAP.

1,000,000 BAGS, 3½ CENTS.
New bags, made from 10½ ounce burlap, size 14x33 inches; will sacrifice at 3½ cents apiece, delivered anywhere. Sample orders, will ship not less than one bale of 1,000 bags. Jos. Werner, 70 Pliny St., Hartford, Conn.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

SITUATIONS WANTED.

MANAGER position with lumber yard or grain elevator wanted; good references. Geo. Gimpel, Colfax, Ill.

EXPERIENCED MANAGER for country grain elevator wants position in Central Illinois. Married. Can give excellent references. Write Box 623, Decatur, Ill.

MANAGER with 15 years' experience, well known by the grain trade, wants position as manager of Farmers Elevator; age 38; best references. Address L. Box 164, Paxton, Ill.

MANAGER with 20 years' experience wants an up-to-date elevator to run on commission in a good grain and wheat belt. No objection to side lines. Address 47V7, Grain Dealers Journal, Chicago, Ill.

MANAGER with 6 years' experience wants to take full charge of small elevator or as second man in larger elevator; married, 35 years old. Can give good references. Address 47V15, Grain Dealers Journal, Chicago, Ill.

ELEVATOR MANAGER wants position by the first of the year; 10 years' experience in grain business, also general merchandise and banking experience; expert accountant. Have clean record and can give good reasons for desiring a change. Address 47V17, Grain Dealers Journal, Chicago, Ill.

WANTED BY NOV. 15th—Position by highly efficient grain buyer and salesman, 20 years' experience. Familiar with all grain markets South and East. Prefer Ohio, Indiana, Pennsylvania, Michigan. Can qualify and take complete charge of sales and buying department. Address 47V20, Grain Dealers Journal, Chicago.

SUPT.—Thoroughly competent terminal elevator superintendent or manager, with best of references, desires position where ability counts. Know all kinds cleaning, drying, mixing. Last position 20 years. Salary not object to start. Married. Available at once. Prefer seaboard. Address 47U4, Grain Dealers Journal, Chicago, Ill.

MAN WITH TWENTY years' experience in the grain business wants position with good firm. Have managed Line and Farmers' elevators; familiar with side lines. Capable of handling branch office, or road position; traveled one season. Now employed—good reasons for desiring change. Address 46L31, Grain Dealers Journal, Chicago, Illinois.

MILLS FOR SALE.

FLOUR AND FEED MILL for sale; electric power. Ilgner, Alhambra Bldg., Milwaukee, Wis.

RECEIVER'S SALE

of 800 bbl. Flour Mill, including 175,000 bu. Storage Capacity. By order of Court I have been authorized to ask for bids covering sale of the flour mill of the Bennett Milling Company, Grafton, Ohio, consisting of real estate, buildings and equipment. Plant almost new and electrically operated. All bids must be submitted to Receiver on or before November 5, 1921. For particulars write to
Henry Vogel, Receiver,
1426 W. 9th street, Cleveland, Ohio.

TRUSTEE'S SALE OF FLOUR MILL.

The undersigned Trustee in Bankruptcy will sell on the premises, on Saturday, November 5th, 1921, at one P. M., at public auction, the plant and property of The Seville Milling Company, located at Seville, Medina county, Ohio. Mill has about one hundred and ten barrels a day capacity and is located in the best wheat raising section of Ohio. Good big lot, office building and railroad siding. Appraised at \$6,500.00. Terms cash. Price Russell, Trustee in Bankruptcy, Creston, Wayne County, Ohio.

STEAM ENGINE FOR SALE.

ERIE CITY STEAM ENGINE for sale—65 h.p., size 11x16, center crank, automatic governor. Engine in first-class condition. 20 ft. of 3½ in. steam pipe and 24 ft. of 4 in. exhaust pipe goes with engine. Bargain. Mississippi County Elevator Co., Charleston, Mo.

OIL AND GAS ENGINES.

JOHN LAUSON kerosene engines for sale; one 40 h.p. and one 22 h.p.; in A1 condition. Must move these quickly. Write for detailed description and prices. F. M. Trumbull, 512 N. First St., Rockford, Ill.

WHAT WILL YOU PAY for a 20 h.p. St. Marys gasoline engine, in good running order, in use every day? We will sell it to the highest bidder on November 15th. Send in your check for what you can pay for it. If someone else does not bid more, you get it. All other checks will be returned on above date.
Gordon Grain Co.

Summitville, Indiana.

ENGINES WANTED.

CRUDE OIL ENGINE wanted; second-hand. 85 to 100 h.p.; Fairbanks-Morse or Buckeye make preferred. Must be in good condition. Chatterton & Son, Lansing, Michigan.

SCALES FOR SALE.

RICHARDSON Automatic Portable Bagging Scale for sale; used only 30 days; weighs 2 to 6 bushels; price \$325.00. S. M. Bishop, 1905 E. Main st., Richmond, Va.

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OMAHA NEB.
No. 4. Grain Exchange

THE CAREY SALT CO.

HUTCHINSON, KANS.
No. 4. Carey Bldg.

Let us quote you on a car assorted to meet your requirements.

MACHINES FOR SALE.

BAG CLOSING MACHINE for sale. Write for description and price. Address 47V25, Grain Dealers Journal, Chicago, Ill.

ELLIS GRAIN DRIER for sale; perfect condition; right size for elevator or mill. Bargain price. The Lena Grain Co., Conover, O.

BOSS CAR LOADERS for sale; several No. 8; good as new; complete, ready to install. Address A. H. Richner, Crawfordsville, Ind.

SCIENTIFIC FEED GRINDER for sale; No. 30, new; 20 to 30 bushels capacity; \$30.00 f. o. b. Sidney. Address J. G. Troester, 518 Brooklyn ave., Sidney, Ohio.

NO. 5 MONITOR OAT CLIPPER for sale at a bargain price; in good mechanical condition. Tremont Grain Company, Tremont, Ill.

HESS GRAIN DRIER for sale; capacity 800 to 1250 bushels per day; in good condition; run only one year. Have two driers, need only one. Will sell at less than half the cost of a new drier. Address George L. Long, Bushnell, Ill.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies. **PULLEYS**—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

USED MACHINERY BARGAINS.

One Fairbanks 10 h.p. gas engine, in good condition. Price right.

One Eureka Dustless Receiving Separator, new.

One Drugnaught 18-in. belt driven grinder, good as new.

Have installed electric equipment.

Wolfe & Bevington, Shipshewana, Ind.

1—24" Monarch Attrition Mill, direct connected to two 20 h.p. motors.

1—24" Scientific Single Attrition Mill, belt driven. New.

1—36" Scientific Attrition Mill, direct connected two 40 h.p. motors.

J. N. Adler,

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REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St. Chicago, Ill.

MACHINES WANTED.

BLEACHER or sulphuring plant wanted. Must be in first class condition. State capacity, how long used, price, manufacturer's name and full particulars. Address 47V23, Grain Dealers Journal, Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

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These books are slightly soiled and shelf worn. To clear out these books promptly we are offering them at greatly reduced prices.

One No. 88, Certificate of Weight. This book contains 75 certificates of weight in duplicate, to be filled out and sent with bill of lading, or along with claim for loss. Book is worn. Order Form 888. Price 50 cents.

Two No. 7AW, Affidavit of Weight Blanks. This form is made up in books of 50 blanks. Each blank contains the necessary information to make affidavit of weight of grain loaded into car, and has space at bottom for notary's seal. Order Form 77AW. Price 50 cents each.

RAILROAD CLAIM BLANKS—TWO 411-A, for Loss of Weight in Transit. These books contain 100 blanks in duplicate, with 4 sheets of carbon paper bound in back. Corners of each book slightly bent. Order Form 4112-A. Price each \$1.50.

One Clark's Grain Tables, for wagon loads, reduces pounds to bushels from 100 to 4090 lbs. at the following weights per bu.: 32, 33, 35, 45, 48, 50, 56, 60, 70, 72, 75 and 80. All the tables are contained in one book. Order Form 8032 S. W. Price 40 cents.

One Gold Bricks of Speculation, a book of 498 pages well bound, but slightly soiled from being used as sample. It is a study of speculation and its counterfeits, and an expose of the methods of bucketshop and "get-rich-quick" swindles. Order Gold Brick S. W. Price \$1.00.

Two No. 97-5, C. N. D. Quotation Books, for recording the hourly quotations of the market. Has spaces on each page for a week's prices on wheat, corn, oats, rye and barley. 60 pages to book, over a year's supply. Soiled from being used as sample. Order Form 97-55. Price 70 cents.

One Grain Shipper and the Law, a book of decisions of the State, Supreme and Federal Courts, covering shipper's contracts and his relations with the carrier. Soiled from being used as sample. Order Form Grain Shipper S. W. Price \$1.00.

One No. 89SWC, Shippers Certificate of Weight. This form is to be filled in by shipper and certifies that he loaded the car with whatever weight he put into it. On back of each certificate is space for recording the weight of each draught. 75 blanks in duplicate in book, with three sheets of carbon. Book is slightly worn. Order Form 89SWC. Price 70 cents.

GRAIN DEALERS JOURNAL.

309 South La Salle St., Chicago, Ill.

SEEDS FOR SALE—WANTED

MILLET SEED in car lots for sale. Early Fortune, Hog, Common (golden) and Siberian. Reimer Smith Grain Company, Holyoke, Colo.

ADDRESS WANTED.

WANTED—Present address of Fred Elmore, formerly of Oklahoma City and Devol, Okla. Address 47T25, Grain Dealers Journal, Chicago.

How Much Money Did You Make Last Year? You Know

How much will you make next year? Would it be worth the price of the usual audit to find out? My service requires six days' work at your location. It provides revaluation, a program for the coming year in detail, and guarantees a handsome increase in your business. The service covers the entire year, and if the result is not satisfactory, your money will be cheerfully refunded. Fifteen years' experience in grain and milling efficiency operation. For dates and terms write

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Uniopolis, Ohio

Clark's Wagon Load Grain Tables

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show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

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Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.

Bulk Handling of Fertilizers.

BY PROFESSOR GEORGE A. OLSON.
Among the various classes of goods it is needless to point out that the cereals have been handled economically in bulk. In the Pacific West, however, the larger part of the wheat is put up in jute sacks because this was found to be the most convenient and safest way of handling wheat in the bottom of sailing ships. On the other hand freighters equipped with compartments for holding grain carry the grain as safely in bulk as is the case if sacked.

Fertilizers can be safely shipped in bulk and such fertilizers as limestone, agricultural gypsum and rock phosphate should be purchased in bulk whenever this is possible. These substances do not spoil in transit. In order to handle the bulk shipments properly it is necessary that suitable storage places be provided. This provision in handling fertilizers is just as important as is the case in caring for grain. The farmer has his harvest and when he sells the grain it is hauled to the market and emptied into the elevator. In either case the grain is handled many times and when it reaches the terminal it can be emptied into the grain elevators or moved to some other market.

It is obvious that facilities must be provided for bulk grain and it is equally important that tanks or bins be constructed to hold bulk shipments of fertilizers. The amount of fertilizer which needs to be stored is considerably less than is required for grain and for this reason care should be exercised that the storage tanks be placed at strategical points. In this connection it should be remembered that the time required for hauling the fertilizer is an important item.

In every community where the mineral fertilizers are used in considerable quantities there is need for storage facilities. The tank or bin serves for holding the rock phosphate, limestone or agricultural gypsum until it is convenient for the farmers to haul it to the farm. In this way demurrage charges are less liable to occur. It also makes it possible to stock up, thus avoiding the interference from car famines.

It is possible to approximate the size of the tanks or bins which will be required from the amount of the fertilizers the farmers of the community will need to maintain the fertility

of their land. If the farm lands in the community are of an acid nature then considerable space should be allotted for holding lime. It may be that the soils are deficient in phosphorus and provision for holding rock phosphate should also be made. The same conditions prevail with reference to agricultural gypsum.

Rock phosphate, limestone or agricultural gypsum are occasionally mixed in proportions considered necessary for soil needs but in view of the fact that some soils require more lime than others it appears desirable to store these materials in separate compartments or bins. However various ingredients can be mixed if it is decided that the combination of the ingredients would produce better results.

Our present knowledge of soil fertility problems leads us to believe that the various ingredients could be utilized to the best advantage if they are kept and applied separately. They may, however, be used, in combination with other fertilizers but in each case the mixing should be done by the individual farmer according to the needs of his soil.

It is inadvisable to apply something which the soils do not need. The main function of limestone is to sweeten the sour soils. Rock phosphate furnishes the required phosphorus and agricultural gypsum supplies the sulphate sulphur, which is readily assimilated and utilized by the plants frequently in larger quantities than is the phosphorus.

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Seed Size, 1 1/2 x 9 x 11". Price \$1.50
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Name of Firm.....

Capacity of Elevator..... Post Office.....

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Field and Grass
Seed Trade Directory

- ARNHEM, HOLLAND.
Wm. E. Busgers & Co., European fancy natural gr. sds.
- ATCHISON, KANS.
Mangiesdorf Seed Co., The, wholesale seeds.
- BALTIMORE, MD.
Wm. G. Scarlett & Co., wholesale seed merchants.
- BUFFALO, N. Y.
Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.
- CHICAGO, ILL.
Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
- CINCINNATI, OHIO.
McCullough's Sons, The J. M., field and garden seeds.
- CONCORDIA, KANS.
Bowman Bros. Seed Co., field seeds.
- COUNCIL BLUFFS, IOWA.
Ouren Seed Co., wholesale seeds and grain.
- CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.
- ELKHART, KANS.
Muncy & Carson, grain and seeds.
- KANSAS CITY, MO.
Peppard Seed Co., J. G., wholesale seeds.
Tobin Seed Co., alfalfa—bluegrass.
- LOUISVILLE, KY.
Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
- MERIDIAN, MISS.
Kimbrough Mitchell Seed Co., Southern seeds.
- MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.
- MINNEAPOLIS, MINN.
Dickinson Co., The Albert, seeds.
- NEW YORK, N. Y.
Julius Loewith, Inc., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants
- PHILADELPHIA, PA.
Philadelphia Seed Co., Inc., The, wholesale field seeds.
- ST. JOSEPH, MO.
Mitchellhill Seed Co., clover, grasses, sorghums.
- ST. LOUIS, MO.
Mangelsdorf, Ed. F. & Bro., wholesale field seeds.
- ST. PAUL, MINN.
Jameson Hevener Co., shippers of field seeds.
- SIoux FALLS, S. D.
North Western Seed Co., wholesale field seeds.
- TOLEDO, OHIO.
Churchill Grain & Seed Co., field seed, pop corn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

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Good Sales—Prompt Returns

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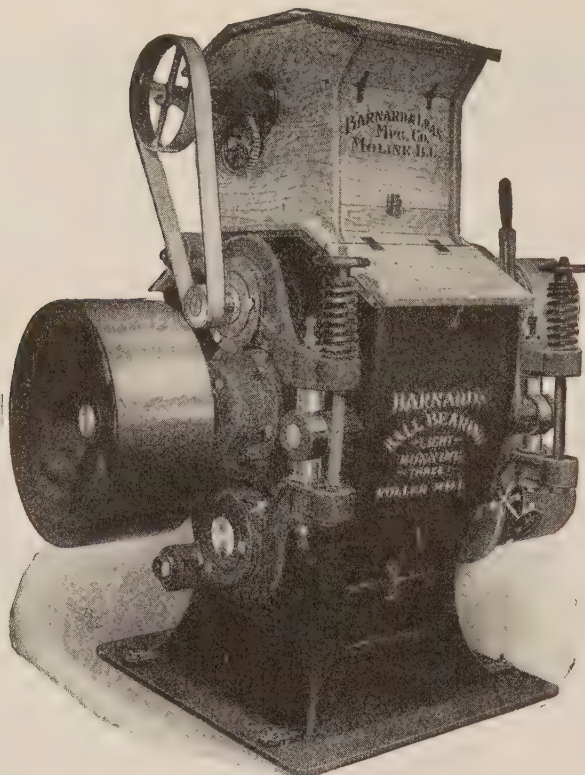
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Barnard's Ball Bearing, Light Running
Three-Roller Feed Mill

Prepare Now to Handle Your Portion of This Year's Enormous Feed Business

Unquestionably, a large portion of this year's big corn crop will be ground into feed—if you are not prepared to handle your share of it, now is a good time to install the proper machinery.

We manufacture a full and complete line of Corn Shellers and Cleaners, two, three, four and six roller Feed Mills, Feed Screens, Meal Sifters, etc. Every machine possesses features that are valuable assets—features that are not found in other machines of the same type.

Barnard's Ball Bearing Light Running Three Roller Feed Mill, illustrated above is thoroughly adapted for grinding corn, oats, barley, coarse corn meal, chop feed, wheat for graham, rye and other small grains. It is economical to operate; grinding always under easy control; has large capacity considering the length of rolls, and will not clog. Let us tell you more about these, and many other valuable features.

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GRAIN DEALERS JOURNAL

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Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; two years, \$3.60; three years, \$5.00; single copy, 15c.

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, OCTOBER 25, 1921

WERE THE FARM RESERVES 183, 813 or 138 million bushels?

THE VISIBLE supply of wheat and oats is surely large enough to hold the market steady for a while.

WHEN YOU see a car leaking grain in transit tell us and we will try to advise the shipper so he can more easily collect from the carrier.

GRASSHOPPERS will be studied under a proposed \$90,000 appropriation by Congress, to find out whether the hoppers use a soft or a stiff bristle tooth brush after chewing the grass. The county agents would be glad to spend this ninety.

A MORATORIUM is rumored for the benefit of Canadian farmers who are indebted to machinery companies. Whether this will be of real benefit depends on the course of prices. Those Iowa farmers who rebelled when the bankers a year ago forced them to sell corn at \$1 per bushel now that corn is at half that price can thank their fancied enemies.

AGRICULTURAL DEPARTMENT scientists at Washington have rushed into print again with their old story about making a valuable product out of corn cobs. Having fully exploited the laboratory side of this proposition why does not the Department work out a practicable commercial method of manufacture of the cobs into furfural and paste that can be used on a small scale at country stations to do away with the cob-burner?

WHEN the elevator leg is not in use improve the opportunity to run over that neglected binful of low grade wheat.

FOREIGN BUYERS who loaded up with grain early in the season at what seemed low prices have since taken such heavy losses that they have become wary.

QUARANTINE against the European corn borer is not to be enforced arbitrarily and its scope will be limited to the smallest territory. The exclusion of a few farms from shipping will not work a hardship to many grain dealers.

A REARGUMENT Dec. 5 of the case involving the question of state or federal control of intrastate rail rates was ordered yesterday by the Supreme Court of the United States. Few decisions of this court will hold such political and commercial importance.

BURNING CORN would not have been thought of now if the federal commission had not fixed miners' wages to the spring of 1922 at an absurdly high level. The government fixing of railroad wages too high also contributed largely to the excessive cost of the farmer's coal.

FREIGHT RATES in the interior of the country will have to be permanently higher if the passage thru the Panama Canal is made toll-free. The people of the Central states will be taxed to meet the cost of operating the canal at the same time that their freight rates are made higher. It is in the public interest that all vessels of all nations pay the same tolls.

IT IS a favorite pastime of the demagogue and the shallow minded agitator to malign the grain trade, but grain merchants and the open competitive system of marketing grain go on, functioning satisfactorily and rendering valuable service to both producer and consumer. Demagogues come and go, but in the end it is service that counts; and their fallacies always fall in the face of the real service grain dealers render so quietly and so efficiently.

A STRIKE on the rail lines may be expected to prevent the movement of grain to terminals and the Grain Receivers Ass'n of Chicago with forethought recently advised country shippers to buy sparingly and ship sparingly until the crisis is over. At the same time, it will be possible to move some grain as the carriers will make a determined effort to operate, and each shipper should inform himself of conditions on his own line of railway, especially as to accepting consignments to points having water outlets.

GRAIN TIGHT cars are becoming scarce again. A record movement of grain has found the railroads unprepared to handle it in the proper manner and shippers will need to inspect very carefully all equipment furnished for grain loading. The rail lines were put into such a hopeless mess by inefficient government control, and they have had such a difficult time in the days of deflation, that they have not been able to repair their cars as they might have done under normal conditions, so inspect every car thoroly and cooper it carefully before loading.

ILLINOIS country elevator operators will be pleased to learn that the state utilities commission holds it has no jurisdiction to license elevators.

MIDDLE WEST Governors at their meeting in Des Moines last week adopted a resolution asking a "substantial reduction" in freight rates. Everybody wants it but the business agents of the railway brotherhoods.

REDUCTIONS in freight rates on grain, grain products and hay ordered by the I. C. Commission for the Western half of the U. S. should stop the movement of these products from that section until the lower rates are effective.

NO ONE wants the Adamson law, not even the railway labor unions for whose benefit this measure was enacted, and yesterday the farm lobby and the state railroad commissions joined in appearing before the Senate interstate commerce com'te to urge its repeal. Tell your Congressman what you think. If your convictions are not mailable, send them by express.

JUST as the congestion at Fort William led to the organization of the admirable clearing ass'n to do away with needless vessel movement, so the past season's crush of boats at Montreal has led to the formation of a joint grain com'te there, reaching even up the lakes to hold back grain of grades not required for immediate loading and which would but clog the terminal.

NUMEROUS EXPULSIONS from the trade ass'ns for failure to arbitrate during the past year are not a roll of dishonor so much as a consequence of falling markets that left some dealers without means to pay their just debts. A few dealers have been expelled because they declined to arbitrate with a firm that was known to them to be insolvent, so that if the award were in their favor they would gain nothing. However, these disclosures make arbitration that much more valuable to the grain trade.

A FIRE in an Indiana grain handling plant caused a nominal loss before it was extinguished. Another fire a short time later totally destroyed the plant. Both fires are supposed to have been caused by overheated bearings, and the fact that the second fire occurred would seem to disprove the adage to the effect that the burnt child dreads the fire. Of course, the logical thing to do is to remove hazardous conditions before they have a chance to start even one fire; but surely there is no excuse for permitting them to remain to start a second.

PATRONAGE dividends should not be a badge of admission to membership in grain exchanges as there are other important considerations such as personal integrity of the individual. One western exchange a few months ago refused admission to one representative of a co-operative concern, and its judgment was vindicated when recently the same concern was plunged into bankruptcy thru the machinations of the same individual who had been refused admission. It seems that crooks in the grain trade with whom the regular merchants will have nothing to do can always find some farmers' outfit to humbug.

ABOLISHING puts and calls did not have the expected effect of sharply diminishing the volume of trade in the pits.

WHEN the Adamson law, the Esch-Cummins Act and the Clayton law are all in the discard the railroads will have a chance to function normally.

BULK SHIPMENTS of grain from the Pacific Coast are at last a reality. The first shipment was made from Portland recently under conditions which were very discouraging, as the steamship Abercos, loading wheat for Hamburg, was required to use 100,000 feet of Oregon fir to line its 5 holds. It seems that the marine underwriters have not yet discovered that export shipments from the Pacific Coast can and do pass through the Panama Canal, so the steamships must be lined with 2-inch planks and carpeted with burlap. It is reasonable to suppose, however, that the extra precautions taken on the first shipment will not long be insisted upon.

IN ARBITRATION, appeals and reversals can be avoided if the com'ite will carefully note where the first wrong step is made, and by which party. The other party, later, may blunder, but all the responsibility should be laid at the door of the individual first guilty of error in the articles of trade or in the handling of his end of the contract. If subsequent steps in the proceedings growing out of the original error minimize the damages rightly due the originally innocent party, the alleged arbitration degenerates into a compromise. As to a compromise, three identical members of the arbitration com'ite may look at it differently a year later, and the result is no established precedent to guide the trade.

CORN GROWERS of Nebraska are said to be entering into joint agreements to burn corn instead of coal. We fully sympathize with the indignation of the corn growers, but doubt that they will help the situation by burning corn, which contains such a low percentage of heat unit. High freight rates and low purchasing power abroad, combined with a large supply of corn, continues to depress prices and little difference would be made in the price of corn even though a large number of growers did use it for fuel. By shelling their corn at home and burning the cobs they will get most of the heat obtainable out of each ear and still have their corn to market when prices suit them.

SORGHUM GRAIN prices are so low that farmers who have to haul their crops some distance to market are unable to pay the expense involved and they do not thresh the grain, according to the report of a New Mexico correspondent in "Grain Movement" this number of the Journal. And just a little while ago sorghum grain prices were so high the users of the grain could not afford to buy it. The person who will reflect somewhat upon these facts will see therein a manifestation of a vast economic truth. But so long as farmers will continue to follow the agitators they must expect occasionally to be confronted by economic truths, even if their agitator leaders do counsel that such things as supply and demand are but buncombe.

THE RULINGS ON BLEACHING given by Dr. Doolittle on page 494 of the Journal of Oct. 10 should be pasted in the hat of the man doing the bleaching. It is the best and only up-to-date summary of federal legislation on grain adulteration.

LAKE MICHIGAN will be connected with the Mississippi River by a navigable channel, if the state of Illinois will appropriate enough money to satisfy the grafters and build it. Twenty million has been voted for this purpose and the work of constructing the locks near Marseilles has been started, while a few miles away the idle Hennepin Canal warns the builders that the shipping public does not care for slow water transportation. It was expected that high rail freight rates would drive all heavy commodities to water transportation, but the change is infinitesimal.

"ABSURD" is the well-chosen word used by the Federal Circuit Court in reversing an order of the pestiferous Federal Trade Commission in the suit by the Kinney-Rome Co. against the Commission. The Commission had ordered the Rome Co., a manufacturer of bed springs, to cease giving presents of necktie sets to the salesmen of merchants handling its products. The court said, "It would be little less than an absurdity to say that a salesman, who often is the merchant himself, in order to escape the charge of unfairness must disclose to every would-be buyer his interest in the transaction in hand."

GLUTEN tests of wheat to be provided by the grain receiver or seller are desired by some millers in the Southwest as a guide in buying milling wheat, as the test weight and appearance of the grain do not always indicate its strength for flour making. If this test could be made quickly at small cost it might be desirable but not if the effect will be to introduce a new factor in the sale of the shipper's wheat of which he himself can have no exact knowledge. Carried to its logical conclusion this would require the country buyer to test the wagon load as delivered by the farmer, for gluten, which is impracticable. Sufficient for him is "dark, hard, vitreous."

Rainbow Chasing Railroad Regulation.

Railroad regulation as at present conducted in the United States, when held up to the critical test of the railroad strike, seems to be a failure.

How could regulation be otherwise than a farce when we have ownership without management, the earnings controlled by the Interstate Commerce Commission without responsibility and the wage expense controlled by the Labor Board also without responsibility.

Even the hired managers have little opportunity for the exercise of individual initiative, ability and responsibility. The executives, confronted by a strike, can truly declare the strike is not against them or the owners, but against the government labor board.

If private management had full control over the railway wage, as it should have, who would doubt that with the present state of unemployment the managers courageously would have reduced wages to a level with other labor, resulting in a safeguarding of their dividends while reducing freight rates at the same time.

S/O Bs/L Should Be Safeguarded.

Forging bills of lading "to tide a dealer over a bad break in the market" is indeed a very precarious practice, as is evidenced by the sending of an Ohio dealer to the penitentiary. Instead of tiding him over, the forging of bills of lading got him deeper into the mire and resulted in his incarceration for three years.

Men pressed for funds must always turn to the easiest way to raise money needed to "tide them over," and it is but natural that grain dealers in financial straits should yield to the temptation which is ever present at their elbow and fill in a few more blank bills of lading, even though they have not the grain which the bills are supposed to represent.

Bankers and buyers are frequently imposed upon because of the slack methods of the railroads in issuing S/O Bs/L. If the railroads would exercise the same precaution in issuing S/O Bs/L, which invariably represent thousands of dollars, as they do in issuing a ten-cent ticket to the next station, men would not find it so easy to forge bills of lading. In other words, this S/O Bs/L should not be issued until the freight has been received by the carrier. Such forms should be numbered consecutively for each station, filled in with ink and signed in ink by the station agent, as well as dated with his station stamp. These few precautions would not cause the local station agent an hour's extra work a month, yet it would protect men from temptation and reduce the receivers' and bankers' losses on this class of commercial paper.

Receivers and buyers of grain have been imposed upon by this practice with sufficient frequency to justify their making a special effort to join with the bankers in a protest against the present loose method of issuing B/O Bs/L.

Insects Infesting Stored Grain.

Never before have we received so many complaints of weevil infesting stored grain as on the present crop and never before have the complaints come from points so far north as this year. Each day's mail reflects trouble at a new point, and Minneapolis complains for the first time, not only of weevil but of saw-toothed beetles or bran bugs, which do much damage to stored grain and especially wheat.

Grain dealers must not lose sight of the fact that dirty barns, grain bins and elevators are largely to blame for the rapid increase in the number of grain weevil.

Some dealers have always refused to accept weevil infested grain from farmers because of the difficulty of getting the pest out of the elevator after it is once well entrenched.

So much damage has been done to stored grain this year by weevil that different agencies are at work attempting to devise new remedies for exterminating this pest after it has become well established in the grain storehouses. Four different remedies are told of on Page 584 of this number of the Journal, any one of which will be far more effective if the grain elevator man will but make a determined effort to clean his elevator thoroughly and keep it clean. That pile of dirt and refuse in the corner, back out of the way, is the weevil's paradise; that is where they multiply rapidly and spread to the clean spots of the house.

The losses this year traceable directly to weevil are sure to be very heavy, but they can be reduced even though the elevator man does nothing but clean up his house and apply bisulphide of carbon to loaded cars as they leave the elevator. If you cannot do anything else, do turn your wheat through a separator and apply a strong blast on a cold day and burn the insects you blow out.

The old-time method of letting the weevil alone and getting by as best you can is too expensive to continue. New means of fighting the pest must be adopted and pushed persistently, else this little bug will rob the grain dealer of all his profits and part of his capital.

Collapsing Elevators.

A Kansas wood grain elevator collapsed recently and spilled 19,000 bushels of grain all over the railroad right of way. As is told in our news columns in this number, the operators escaped just in time to avoid being crushed. Illustrated in this number is a story of a reinforced concrete elevator which collapsed.

All of these grain elevator failures reflect lack of care on the part of grain dealers in letting contracts for their grain handling plants to men of experience in constructing plants of this character and inspecting the work as it proceeds so as to make sure that the superintendent of construction erects the plant in keeping with the plans and specifications.

It is very evident that some plants are not built right to stand the stresses to which a grain storehouse is frequently subjected. Concrete is new to most grain dealers and it is but naturally that few should know when they get a good concrete house.

All failures do not collapse and fall in a heap; some of the worst failures have been inconveniently arranged plants which could be operated only at the maximum expenditure for power and labor and their owners would welcome a collapse. So many things can and do happen to reinforced concrete elevators that it is essential that every grain dealer who wants an up-to-date, economical house, let his contract to an engineer of recognized ability and one known to have sufficient experience to insure the erection of a convenient, labor-saving plant. Then another engineer should be employed to inspect the job as it proceeds so as to insure the grain dealer getting a plant that will be a credit to the builder and satisfactory to the user.

The failure at Condon, Oregon, profusely illustrated in this number, can be credited to the use of alkali water, to alkali coating on pebbles or blow sand or the use of inferior or insufficient cement. Then, too, every precaution might have been taken against these elements which often insure failure and still the plant would have collapsed. These bins were poured in June and July; and unless the concrete was kept damp until the cement set, failure would have been almost certain. The dry winds often prevailing in many sections of the country evaporate the moisture in the concrete mix before it has an opportunity to set, with the natural result that it crumbles and disintegrates just as our photographs show these tanks crumbled and disintegrated.

If you contemplate building a reinforced concrete elevator, exercise some precaution in selecting your builder, and by all means avoid

the silo builders who have so much experience in farm work that they think they know everything. Then employ an inspector, not only to go over the plans, but to inspect the work as it proceeds.

Treason of the County Agents.

The law creating the office of the county agent contemplates making him a community adviser in agricultural production, placing him in a position similar to that of the secretary or traffic manager of a commercial club. It is intended that he shall be the medium thru which the improved methods of farming worked out at agricultural colleges can be brought to the farmer and applied on individual farms.

His duties end there. If he does less than this he fails to perform the service for which he is employed. If he oversteps this limitation of his activities he violates the law to which his office owes its being.

The county agent is paid a salary for discharging the duties of his office, and the funds are contributed jointly by the state and federal governments. He, then, is a public servant, the employee of every taxpayer because the taxpayers' money is used to pay his wage.

When these things are known it is not difficult to understand that it is the county agent's duty to serve the public, to serve the taxpayers, and to do exactly the things he is expected to do under the law. It is not his duty to serve one class of taxpayers. He is hired to advise farmers, but his duty is to the public. He cannot legally tear down the interests of one part of the public in an attempt to build up the interest of another part. He is a law violator if he thus perverts his office, and because many county agents are attempting to tear down legitimate business enterprises under the guise of aiding in fantastic plans for direct marketing they are putting themselves in the same class with other law breakers and should be punished as such.

This type of county agent must go. There is no place in American public life for an official who deliberately sets about to disrupt the business fabric of the community; and there is just as much of disruption in trying to go around established grain elevator operators to market a lot of corn as there would be in circulating malicious falsehoods about the financial stability of a bank. It is not the direct marketing that is objectionable or disruptive. One farmer has every right to sell his corn to another without availing himself of the service of members of the established grain trade. But no public official, paid with public funds to teach agriculture, has the right to set up himself and his office as a clearing house for those farmers, nor has he the right to substitute himself and his office for the grain dealers who are prepared to handle the transaction with full efficiency.

Business men, including grain dealers, of every section of the country were active in bringing about the passage of the law establishing the office of county agent. Business men and grain dealers have been largely instrumental in bringing about the employment of county agents in individual counties. Therefore, the county agent who perverts his office as many of them are doing is not only a law violator; he is also a traitor to the idea that gave him his job and to the influential men of his community who made it possible for him to occupy the place he holds.

The traitorous county agent must go. If he is not disposed of the system itself will fall. Sensible county agents should see this fact and proceed at once to weed their ranks of the undesirable.

The Congested Terminals.

Ever since last spring, when the farmers began to unload their grain in earnest, many of the grain terminals have been congested to the great embarrassment of shippers who were anxious to unload their grain before prices had a chance to decline further. Recently Galveston and Montreal have been the greatest offenders, and, as many times in the past, Galveston has again embargoed grain shipments.

The railroads seem to think they are economizing by delaying the building of terminal elevators of sufficient capacity to handle expeditiously a maximum movement of grain without delaying either the cars or the grain. The grain shippers always suffer losses due to increased interest charges and deterioration of their grain due to the unnecessary delays, and the carriers lose some freight because of the necessity of box cars being used for storehouses instead of for transportation.

The terminal elevators form but one link in the grain transportation facilities of a railroad. The box cars, the motive power, the clear track and the well equipped, rapidly loading country elevators each form a link in the chain which forwards grain on its way from producer to consumer and it is unreasonable to expect any route to forward grain more rapidly than the maximum capacity of any one of these units permits.

All of our terminal markets are in need of more modern, fireproof grain elevators to protect the grain taken to market and to facilitate its rapid handling in and out of the market. However, little improvement can be expected to be made voluntarily by the railroad companies until the suffering grain trade protests against the parsimony of the short-sighted carriers.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 114130 was set out at Eckley, Colo., Oct. 16 leaking wheat badly at center pin in east end of car.—E. F. Pouliquot, mgr. O. M. Kellogg Grain Co.

C. I. & W. 17015 passed thru Barnard, Ind., in east bound train, Oct. 14, leaking corn badly thru floor at end.—H. L. Wall, foreman, Busenbark Grain Co., Roachdale, Ind.

M. C. 49353 came off the M. & St. L. transfer to the C. & N. W. at Luverne, Ia., Oct. 14, leaking mixed corn at door. No seals on car. Door post seemed to be broken. Repaired as best I could while train was here.—Wm. Bigings, agt. Kunz Grain Co.

Penna. 14677 passed east thru Kalamazoo, Mich., Oct. 10, leaking corn very badly thru one doorway.—White Bros., Scotts, Mich.

I. C. 37792 passed thru Irene, Ill., on Sept. 12, going east, leaking corn at the side of the car.—George W. Banks.

C. B. & Q. 131206 was in a small wreck at Wakarusa, Ind., on Oct. 7 and considerable of the wheat spilled on the ground. Over 125 bushels ran from this and another car.—Wakarusa Milling Co., per N. L. Leyer.

C. B. & Q. 103930 was leaking rye at Holdrege, Neb., on Sept. 26.—Holdrege Equity Exchange.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Was Discount Excessive?

Grain Dealers Journal: Thru brokers at Jackson, Mich., I sold a car of oats to the Watson-Higgins Milling Co., of Grand Rapids, Mich., to grade No. 3 white. They tested 25½, or ½ lb. less than No. 3 white, and buyer asked 4 cents discount, while the best they would do was three cents off. The market was 4 cents lower than when I sold the oats. Most houses would not ask over 1 cent for every pound under No. 3 white.

Do the readers of the Journal think that a square deal?—J. S. Cameron, Elliott, Ill.

The Rice Weevil?

Grain Dealers Journal: Can the Journal give us a list of publications on the rice weevil and the processes that may do away with this insect in the storage of rice. The publications can be secured here in New York, no doubt, if we only had the references.—John Henry Parr, librarian, Ford, Bacon & Davis, New York, N. Y.

Ans.: The rice weevil is a native of the East Indies, where it has been a well known pest for 100 years. It is sometimes called the black weevil, *Calandra oryza*. Following is a partial bibliography of this insect:

Bull. No. 17, Mississippi Agricultural and Mechanical College Exp. Sta., Oct., 1894, Agricultural College, Miss.

Bull. No. 156, Univ. of Illinois Agri. Exp. Sta., Urbana, Ill., July, 1912.

Notes of Observations of Injurious Insects, 21st Report, by Eleanor A. Ormerod, published 1898 by Simpkin, Marshall, Hamilton, Kent & Co., London, Eng.

Bull. No. 5, Commonwealth of Australia, Advisory Council of Science and Industry, Government Printer Albert J. Mullett, Melbourne, Australia, 1917.

Farmers Bull. No. 45, U. S. Dept. of Agriculture, Washington, D. C., 1896.

The remedies for this insect are the same as for the grain weevil, *Calandra granaria*, as somewhat fully described in the Grain Dealers Journal, pages 197 and 199, of Aug. 10, 1921, and page 435 of Sept. 25, 1921, also elsewhere in this number.

Shipping to Foreign Countries?

Grain Dealers Journal: We are desirous of knowing whether we could ship grain direct from our station to the old country. Would enough have to be shipped to fill a ship or could it be shipped in car load lots? Upon what rates of exchange would the price be based?—The Platte State Bank, Platte, S. Dak.

Ans.: There are no insurmountable obstacles to such direct shipments, but we seriously question whether the business would prove profitable or economically feasible.

It would not be necessary to ship enough grain for a ship load at any one time, in fact the initial movement would have to be in carlots. Carloads would be placed in the port elevator and there accumulated until part or all of the quantity is loaded into boats. The quantity sold to each foreign importer would govern boat loadings.

Actual shipment of the grain is but a minor phase of exporting. Arrangement must be made for elevator space; boat room must be engaged; freight charges must be paid; the grain itself must be sold; bills of lading, insurance policies and shipping documents must be obtained; there must be agreement with the foreign customer as to the method of payment for the grain; and many other details must be cared for. The rate of exchange for computing the price will depend upon the country of purchase and the current rate at the time agreed upon. Payment is sometimes made in dollars at the American port, sometimes in currency of the foreign nation.

Many points must be considered, and successful exporting requires an organization familiar with its every detail.

Progress of Wheat Loss Refunds?

Grain Dealers Journal: I notice in the Journal that a plan is on foot for the government to pay losses occasioned by the setting of the wheat price in 1917, and as I was running a country elevator at that time and was a loser when the price was set at \$2, I would like to have further information.—J. N. Bray, Hutchinson, Kan.

Ans.: Dealers who suffered loss by the downward fixing of prices on wheat by the government should join with others who have placed their claims with D. L. Boyer, sec'y of the Missouri Grain Dealers Ass'n, Mexico, Mo., who is or was sec'y of a com'te for several states having the pushing of these claims in charge. A bill has been prepared but it has not yet been passed by Congress, altho considerable work has been done by leading members of the trade, among them Ben E. Clement of Waco, Tex., and Dick O'Bannon of Sherman, Tex.

North Dakota Margin Law?

Grain Dealers Journal: I understand that the federal court has declared invalid the North Dakota margin of profits law, but that the state officials are undertaking to enforce same nevertheless. What is this law and what is the status?—O. O. Haglund.

Ans.: Until the law has been passed upon by the Supreme Court of the United States its status is uncertain. The decision against the law was based on alleged interference with interstate commerce, on the ground that ninety per cent of the grain moved to points outside the state. There is some danger that the Supreme Court of the United States will hold the question whether it is interstate commerce or not will depend on the actual movement of the particular lot of grain across a state line; that is, that it does not become interstate commerce until the grain does so move.

Explaining the margin rule, No. 9, J. A. McGovern, chief deputy grain inspector, Fargo, N. D., wrote recently as follows:

Careful reading of the Rule explains itself. The elevator companies are entitled to their freight and expenses at the terminal markets for handling of the grain and six cents at the local or country elevator for their operating expense and profit. If they can show that that is not margin enough, they may make a showing and have it increased. You will also notice that any person interested may have it decreased by a proper showing that six cents is too large a margin. Of course, that depends altogether on the volume of business that an elevator company would have.

Validity of Track Lease?

Grain Dealers Journal: Have the railroads still authority to make the following clause in their lease stick?

"Industry assumes all responsibility for loss or damage resulting from fire caused by locomotives."

This has reference to where there is an elevator or warehouse on a siding, and the railroad leases the track to the owner of the elevator.—Wagner-White Co., Jackson, Mich.

Ans.: A full discussion of the side track lease situation is given in the Journal of Oct. 10, p. 503.

The question has not been tested in the courts, and the Interstate Commerce Commission has denied its own jurisdiction to give any such authority to the railroads, so that the rights rest simply on contract. When such is the case the parties can contract to do almost anything but commit murder, and the contract is valid if there is an adequate consideration on each side.

On the other hand, where the state law or regulations of the railroad commission require the railroad company to build a side track for a shipper who is willing to pay for the track, the shipper can insist on having the track without signing a contract or lease assuming the hazards properly due to the operation of a railroad. As the shipper is not operating the railroad he should not be required to assume such hazards.

This was the position taken by the Supreme Court of Illinois in deciding in favor of Paul Kuhn & Co. against the C., C., C. & St. L. Ry. Co., Feb. 15, 1921, which decision is published in full in the Grain Dealers Journal Apr. 10, page 585. Kuhn had an oral understanding that the railroad company would build him a side track. He went ahead and built the elevator with that understanding, but when the side track was to be laid the railroad company came to him with a contract or lease containing the objectionable clauses, which he refused to sign and he had to go into court to get his rights. The Supreme Court said:

"Having the right to the connection there was

no consideration whatever for any agreement on his part to bargain away in advance the rights which the law gave him, and if he had made an agreement as claimed it could not be enforced. Kuhn testified that he had no knowledge whatever of the contents of the standard form of side-track contract when he made application for the switch track, and he cannot be required to waive rights given him by the law or assume liabilities not imposed upon him by the law because other patrons of the railway were willing to waive their rights or assume the liabilities provided in the contract."

Exterminating Weevil.

Grain Dealers Journal: We have weevil galore and would like to know where we can purchase weevil poison.—Zobisch Grain Co., Hinton, Okla.

Grain Dealers Journal: Where can we get chloropicrin? We would like to use it for weevil killing.—Farmers Mill & Grain Co., El Reno, Okla.

Grain Dealers Journal: Where can I purchase chloropicrin? I am pestered with weevil in wheat and our druggists have been unable to locate anyone that has it for sale.—J. E. Kennel, Fremont, Ia.

Grain Dealers Journal: Can the Journal tell us where chloropicrin poison for killing weevil, as published in the Journal of Sept. 25, page 435, can be secured and at what price?—Johnson Grain Co., Johnson, Neb.

Ans.: See article on exterminating weevil published elsewhere in this number of the Journal.

Claims, on Leak at Grain Door?

Grain Dealers Journal: We are having considerable trouble with a certain railroad in collecting our claims for loss of grain where the leak is at the grain door. This transportation company is taking the stand that such loss is due to the negligence of the shipper in not properly cooperating the cars.

We have repeatedly told them that our cars are coopered to the best of our ability with what material is furnished, further, we have made extraordinary efforts to secure burlap for coopering, this particular line having never furnished burlap, however in spite of the above facts, they are persisting in their efforts to decline claims of this nature.

It would be of material assistance to us if we could cite them to some conference ruling, court decision, etc., which has reference to claims of this kind.—E. O. Billingslea Grain Co., Frederick, Okla.

Ans.: The court decisions and conference rulings do not specify leaks over grain doors.

Refusal of claim on such ground is only a bluff to avoid paying a just claim.

We know of no decision where a railroad corporation defeated a shipper's claim in court when he had proved the door was carefully coopered. When a shipper has done his duty in loading a car after careful coopering the burden of proof is not on him to prove the grain did not leak thru the grain door. It then devolves on the carrier to pay the claim or prove that the shipper was grossly negligent.

Farmers Sue to Recover for Stored Grain.

Several farmers in the vicinity of Aneta, N. D., brought their wheat to the Independent Grain Co.'s elevator at Aneta, and received storage tickets therefor. Ely, Salyards & Co., Duluth commission merchants, bought the wheat in the usual manner, remitting for it the same as for other grain purchased.

It seems the manager of the elevator failed to settle with the holders of the storage tickets, which represent 15,000 bus. of wheat. Thirty interested farmers around Aneta are trying to find some way to get pay for their grain and have filed suit against the Duluth receivers for \$16,000, the value of the 15,000 bus. of wheat.

SEIZURE of 250,000 bus. of grain in store in an elevator at Port Huron, Mich., was made recently on a libel brought by a steamship company which claimed 17 days demurrage. The grain was intended for shipment to Germany.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Another Day's Work.

Grain Dealers Journal: The following incident does not answer the question, "Who Can Beat It?", on page 490 of the Journal for Oct. 10; but it does tell the story of another hard working elevator operator.

At Laura, Sask., recently an elevator operator who is 63 years old took in 64 loads of wheat in one day. He also loaded out 3 cars containing 4,000 bus. in the same period.—Jack Pitman, Traveler.

\$86,000 Co-operative Plant Auctioned Off at \$8,550.

Grain Dealers Journal: I attended the auction sale of the elevators of the Marion Co-operative Exchange at Marion, Ind., last week, when the two plants, including all equipment and coal yards sold for \$8,550.

Just think of it. These plants cost \$86,000 to build in 1919.

I had the sale held open a week to see if the houses could be used for transit but found them built on team track and all roads in Marion refusing to absorb any switching. In fact, they wanted to add more.

I went to the railroad and found they had shipped 26 cars of grain there in two years. How is that for "boneheadedness"?

The most deplorable fact is they are built of vitrified tile and the only thing that can be salvaged is the motors, belting and scales. They were bought by the bunch of directors who signed \$40,000 worth of notes. What they intend doing with the property is beyond me.—Paul Garrison, Galveston, Ind.

Future Trading Absolute Necessity.

Grain Dealers Journal: Napoleon at one time stopped future trading in France, the result being chaos and panic. Several prominent financial men of the nation were in his apartments pleading for restoration of future trading that business might be restored when a little boy came in with a canteen of water from a certain spring for which Napoleon paid a certain price. As this little boy was leaving Napoleon said to him "Bring me two canteens tomorrow at the same price."

"That," said the men who were pleading for the restoration of future trading, "is precisely what we are asking for and no more. You bought two canteens of water for future delivery at a stated price."

Napoleon saw the point and promptly restored the right of future contract.

The Kaiser stopped future trading in Germany in 1896. The result is well known. Producers and consumers both arose and demanded its restoration.

Before boards of trade were established in Argentine wheat was bought in the interior on a margin of 22c per bushel, necessary because there was no future market in which to hedge their grain to insure them against loss.

American farmers take warning! Abolish future trading and the foreign buyers will make the price for *your* grain, they are the best waiters and lowest bidders in the trade, and besides it will open wide the gates of big margins. Had it not been for the futures during last winter the farmers of the corn belt would have had no market for their surplus corn. Millions of bushels of corn were shipped to terminal markets last winter for which there was no market save the futures. The men who bought this corn stored it in the big

elevators and immediately sold it for May or July delivery.

Who bought this corn for future delivery? The speculator, of course. Who carried the load for *you*? The speculator, whom many of you condemn. The speculator is *your* best friend; he carries your load when no one else will. Like the manufacturer of farm machinery, the speculator has put the farmer on the basis of a first class business man. How many appreciate it?—A. D. Steele, mgr., Farmers Co-operative Grain & Live Stock Ass'n, Talmage, Kan.

To stop the marketing of immature live stock and to save breeding herds, the War Finance Corporation is advocating the organization of live stock loan companies where they are needed to supplement existing loan companies and banks.

Big Elevator Contract.

One of the largest single contracts in the history of grain elevator construction has just been let by the Union of South Africa Government to A. W. Menkins, of New York City.

The contract calls for 36 grain elevators, all to be built in South Africa.

Until recently, Mr. Menkins was superintendent of construction in the building of the terminal elevator at Sidney, New South Wales, for the Australian government.

Kansas City Firm Violates Grades Act.

Findings of the Sec'y of the U. S. Dep't of Agriculture recently published show a violation of Sec. 5 of the Grain Standards Act by Harry T. Fowler, doing business as Fowler Commission Co., Kansas City, Mo.

The Sec'y found that this company on Jan. 25, 1921, caused to be shipped to a customer in Arkansas certain wheat, contained in car Erie 86343, which had on Jan. 24 been inspected as No. 2 Red Winter, smutty, and on Jan. 25 reinspected as No. 2 Red Winter, smutty. Notwithstanding these inspections, the Fowler Commission Co. represented to its customer that the car contained No. 2 Red Winter wheat.

Coming Conventions.

Oct. 27, 28. American Feed Manufacturers Ass'n, Washington, D. C.

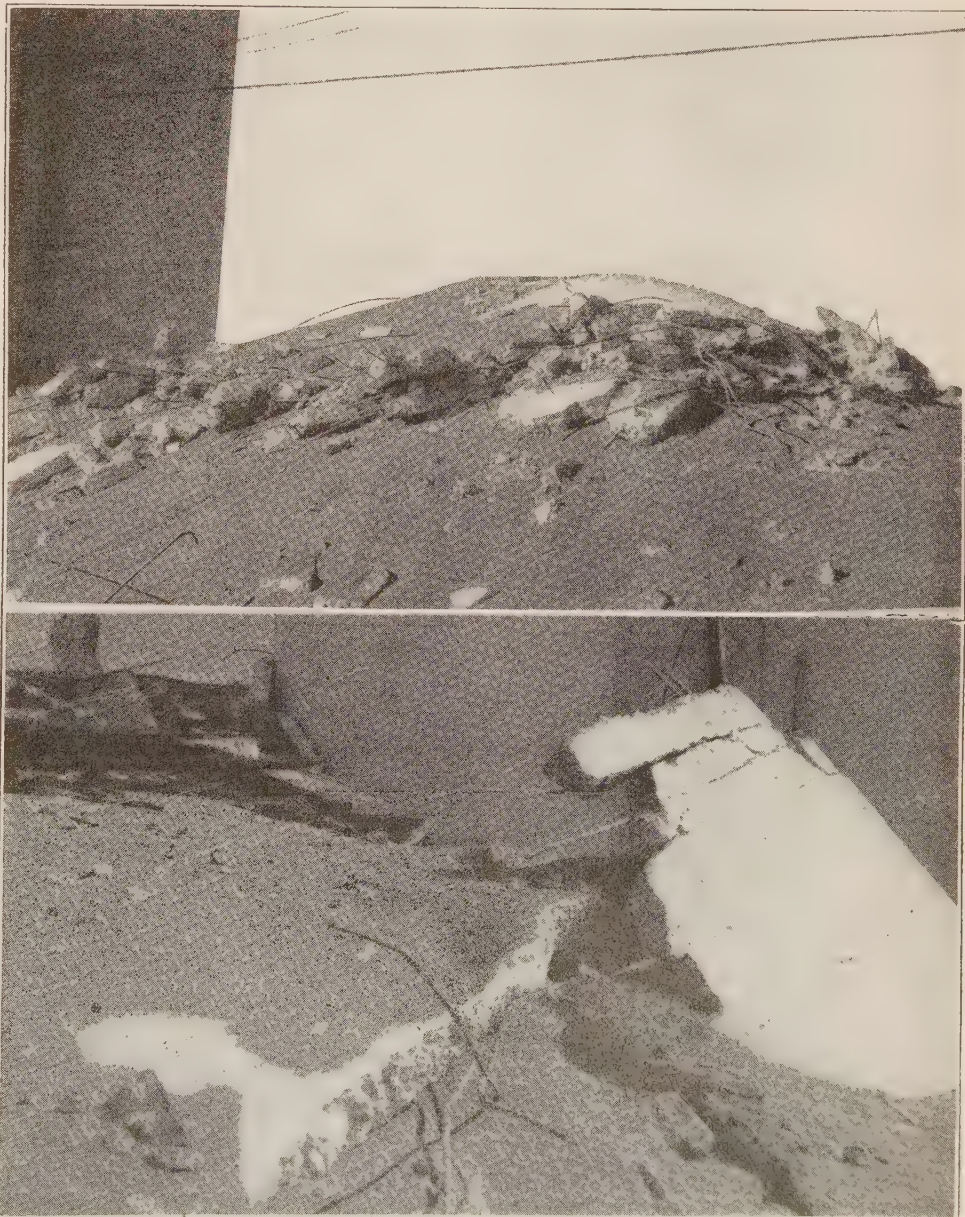
Oct. 27, 28. Ass'n of Feed Control Officials of the U. S., Washington, D. C.

Oct. 28. Ohio Grain Dealers Ass'n at Columbus, O.

Nov. 29, 30, Dec. 1. Farmers Elevator Companies of Nebraska, Omaha, Neb.

Jan. 24, 25, 26. Iowa Farmers Grain Dealers Ass'n at Fort Dodge, Ia.

Feb. 14, 15, 16. Illinois Farmers Grain Dealers Ass'n at La Salle, Ill.



Ruins of Two Concrete Tanks at Condon, Ore. Above: The Top of the Pile, Showing complete Disintegration of Concrete Walls. Below: Some Sections of Walls which Fell without Crumbling. Note Parallel Horizontal Cracks. [See pages 570-576-577-578-579.]

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Denver, Colo., Oct. 13.—Except for a little rain the weather has been ideal in Colorado for harvesting and the crops are moving in nice shape.—L. F. Flower, mgr. Western Produce Sales Co.

ILLINOIS.

Ridge Farm, Ill., Oct. 22.—Husking corn in full swing. Yielding about 45 bu. per acre.—Frank Jones Grain Co.

Chatsworth, Ill., Oct. 24.—Corn crop good, but quality poor, due to rotten corn, which runs about 8%.—C. Kohler, mgr. Kohler Bros. Grain Co.

Fletcher, Ill., Oct. 20.—Corn husking has started and corn shows about 20% damaged. Yield not as large as expected.—Fletcher Co-operative Grain Co.

Springfield, Ill., Oct. 15.—Considerable damage to corn from worms; moulds and rot developing. Total production seems likely to fall somewhat below forecasts so far made. Seeding of winter wheat and rye general. Considerable wheat is up in northern localities and it seems to be making an excellent stand.—S. D. Fessenden, Agricultural Statistician.

Springfield, Ill., Oct. 19.—During the week ending Oct. 18 rain fell in the northern and central counties, mostly at the end of the week. Weather was favorable for corn husking and wheat seeding. Husking results are disappointing because of damage from various causes. Wheat in fine condition.—Clarence J. Root, Meteorologist, U. S. Dep't of Agriculture.

INDIANA.

Raub, Ind., Oct. 21.—New corn is running about 5% mouldy, testing 16½% to 17½% moisture.—Harry E. Garrison.

Cyclone, Ind., Oct. 21.—Our corn crop is large, but much of it is damaged, the damage running from 5% to 25%. Wheat sowing is completed, with the acreage smaller than last year.—Stevenson & Bergen Grain Co.

KANSAS.

Penokee, Kan., Oct. 21.—Some wheat in this territory reported suffering on account of lack of moisture.—F. H. Gripp.

Brewster, Kan., Oct. 19.—Prospects for wheat are not good. Much dry weather, and lots of wheat dying. Much of it not sprouted, but rain can revive it if not too late in coming.—Letter to W. S. Nicholson Grain Co., Kansas City, Mo.

Kismet, Kan., Oct. 7.—There will not be an increased acreage of wheat planted this fall here, as the farmers all complain of labor trouble at harvest time, and say that the trouble is too great for the revenue that they get out of the crop.—Kismet Equity Exchange, per J. W. Brown, mgr.

MICHIGAN.

Scotts, Mich., Oct. 10.—With rains, our fall crops are looking fine. Practically all wheat and fall rye seeding completed. Just beginning to dig potatoes with a good outturn.—White Bros.

Lansing, Mich.—Corn matured well, no frost having occurred before it ripened. The forecast for state is 64,097,000 bus., about the same as 1919 and 1920, thus making this one of the 3 record years. The corn ear worm is general thruout the state and is doing considerable damage to corn in the shock. It is reported that the European corn borer has recently been found in Monroe County. Total production of spring wheat is estimated at 348,000 bus., and of all wheat, 5,765,000 bus. Oats production was 25,580,000 bus., the smallest crop since 1897; and the quality is 63%, as compared with a 10-year average of 89%. Production of 3,863,000 bus. of barley is indicated.—Michigan Dep't of Agriculture.

MINNESOTA.

Lake Wilson, Minn., Oct. 24.—Husking of our bumper crop of corn has started. Some out of

fields tested 14.5% moisture.—Farmers Elvtr. Co.

NEBRASKA.

Lyman, Neb., Oct. 15.—Weather has been very dry and windy and most of the fall seeding is not promising.—E. S. Young.

Elwood, Neb., Oct. 21.—Very dry for wheat, but a larger acreage than last year. Corn yielding from 10 to 30 bus. per acre.—Farmers Elvtr. Co., Geo. H. Mitchell, mgr.

NEW MEXICO.

Clovis, N. M., Oct. 22.—Weather very dry and believe our wheat acreage will be cut down because of that and low prices.—Cramer Mill & Elvtr. Co.

OHIO.

Rudolph, O., Oct. 11.—Corn crop will be large; appears to be in good shape.—The Liberty Grain Co.

Huntsville, O., Sept. 3.—The threshing is all done in this section. Wheat averaged from 10 to 18 bus., oats from 10 to 25 bus., and barley from 15 to 25 bus.—I. C. Miller.

OKLAHOMA.

Fairland, Okla., Oct. 22.—Growing wheat needing rain very bad. Have had no rain for 45 days and early wheat is dying.—Geo. F. Milbourn & Son.

SOUTH DAKOTA.

Bonilla, S. D., Oct. 12.—Small grain crop yield was light and quality poor. Corn good yield. Farmers have commenced husking.—J. E. Rush, mgr. Siberz Bros. & Craig.

TEXAS.

Higgins, Tex., Oct. 21.—Rain is badly needed. Very little wheat sown and growing wheat will die unless it has moisture soon.—Collins & Patton Grain Co.

White Deer, Tex., Oct. 23.—Wheat all sown, first sowing up. Too dry to sprout late sown seed. Milo crop good. Rain is needed.—W. E. Hickman, Liske Grain Co.

TENNESSEE.

McMinnville, Tenn.—Corn in the fields around here was badly damaged on account of the frequent rains of late.—M. S.

WISCONSIN.

Lena, Wis., Oct. 15.—The corn crop thru here is very good. Oats went 15 to 20 bus. to the acre and about 20 lbs. to the bus. Hay was only about one-half the usual crop.—J. N. Bassett.

Madison, Wis.—The 1921 corn crop in Wisconsin has established a new record. The estimated production, based upon Oct. 1 condition, is 59,338,000 bushels as compared to 52,863,000 estimated on Sept. 1, 86,044,000 produced in 1920, and a 5-year average of 59,863,000 bus. Entire freedom from frost during September insured ripening of the crop to the northern

limits of the State. Ample rainfall and above-seasonal temperatures increased the size and weight of the ear. Condition on Oct. 1 was 96% of normal, compared to 93% on September 1, 87% in 1920, and a 10-year average of 81%. Because of the heavy growth of stalk, acreage needed for silo filling was less than in 1920. Average yield per acre of silage is estimated at 9.0 tons per acre; compared to 7.3 in 1920 and a 5-year average of 7.89 tons.—Wisconsin Crop Reporting Service.

Buckwheat Crop Reports.

Lena, Wis.—The buckwheat crop acreage this year around Lena is about the same as last year, with the quality just a little better. The acreage of buckwheat remains about the same every year.—J. N. Bassett.

Lansing, Mich.—A crop of 630,000 bus. of buckwheat is expected. This is a slightly larger production from a slightly smaller acreage than in 1919 or 1920. The condition is 85%, compared with 86% one year ago and 73%, the 10-year average.—Michigan Dep't of Agriculture.

Monroe, Mich., Oct. 18.—The acreage of buckwheat in our section is about the average with the crop fully 25% larger than last year. Growers are inclined to increase the acreage as even with low prices buckwheat is a better paying crop than nearly all of the other grains. We find the demand from buckwheat flour millers is practically nil, while feed manufacturers are also buying lightly expecting to buy considerably cheaper later on.—Amendt Milling Co., by A. C. Hoffman.

Madison, Wis.—The Wisconsin buckwheat crop made a substantial increase during September. Indicated production is 426,000 bus., compared to 356,000 forecasted a month ago, 424,000 produced in 1920 and a 5-year average of 380,000 bus. Condition on Oct. 1 was 84%, compared to 77% on September 1, 79% a year ago, and a 10-year average of 77%. The buckwheat crop of the entire country is estimated at 14.3 million bus., compared to 13.0 million forecasted last month, 13.8 million produced in 1920 and a 5-year average of 15.0 million bus.—Wisconsin Crop Reporting Service.

Titusville, Pa., Oct. 8.—The buckwheat crop in this section promises to be better than we have had for several years. The acreage was practically the same as past years, but the yield per acre has been very much better than the average. Some sections are reporting over 40 bus. to the acre. We have already received several thousand bushels of the new crop. The moisture content runs around 18%. The cool, cloudy weather we had here in August, when the buckwheat was filling, was just what we wanted for big yields. There seems to be very little demand for flour yet, but this is probably due to warm weather.—Kerr Milling Co., per F. C. Kerr, treas.



Bagging the Wheat after the Collapse of Two Concrete Tanks at Condon, Ore. Bursting of the Walls Did Not Take Curve Out of All Rods. [See pages 569-576-577-578-579.]

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal.—With the exception of corn the receipts of all grains at this market during September were far in excess of the receipts during September, 1920. The receipts this September follow: Wheat, 3,010 tons; barley, 81,000 tons; oats, 1,186 tons, and corn, 1,000 tons compared with receipts last September of wheat, 2,694 tons; barley, 20,712 tons, and oats, 1,164 tons.—H. C. Bunker, chief inspector.

CANADA.

Winnipeg, Man.—Grain receipts at this market during September follow in bus.: Wheat, 32,941,250; oats, 3,050,000; barley, 2,305,800; and rye, 583,750.

Montreal, Que.—Movement of grain thru this port in September, in bushels, was as follows: Receipts: Wheat, 11,460,653; corn, 10,026,613; oats, 1,045,145; rye, 634,554; barley, 800,467; compared with the following receipts in September, 1920: wheat, 8,072,862; corn, 49,005; oats, 622,423; rye, 46,105; barley, 389,116. During September this year the shipments were: wheat, 12,379,355; corn, 10,385,722; oats, 1,089,274; rye, 1,904,802; barley, 867,213; compared with the following figures for shipments the same month last year: wheat, 7,968,263; corn, 63,176; oats, 204,703; rye, 754,776; barley, 725,059.—J. S. Cook, sec'y Corn Exchange Ass'n.

ILLINOIS.

Fletcher, Ill., Oct. 20.—Old corn still moving, but not much new corn will move before Nov. 1.—Fletcher Co-operative Grain Co.

Chatsworth, Ill., Oct. 24.—Very little corn will be moved this fall. Old corn all cleaned up.—C. Kohler, mgr. Kohler Bros. Grain Co.

Chicago, Ill.—The first new corn to arrive at Chicago this year was received by the Schaffer Grain Co. on Oct. 10. It graded No. 4 white, tested 18.4% moisture and sold for 39½ cents.

Ridge Farm, Ill., Oct. 22.—New corn is moving, and on account of dry rot we demand that it be sorted. Think it will grade No. 4, but have shipped none.—Frank Jones Grain Co.

INDIANA.

Cyclone, Ind., Oct. 21.—Very little wheat and oats in farmers' hands.—Stevenson & Bergen Grain Co.

Indianapolis, Ind., Oct. 18.—The first car of new corn was received on this market today by the Cleveland Grain Co. It came from Champaign, Ill. The grade was No. 5 with 20.8% moisture and 7.5% damage.

IOWA.

Lake View, Ia., Oct. 15.—September was a record breaking month in the volume of grain shipped by us. A total of 14 cars were shipped, these containing 35,000 bus. corn, 12,000 bus. oats and 1,000 bus. barley. Also a car of timothy seed. So far this month we have shipped

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

		Wheat.		Corn.		Oats.	
		1921.	1920.	1921.	1920.	1921.	1920.
July	2...	5,586	6,851	1,848	56	1,084	26
July	9...	5,981	5,771	2,817	35	1,154	800
July	16...	5,807	8,556	3,016	89	1,159	322
July	23...	5,359	8,990	3,132	157	908	1,006
July	30...	7,015	7,033	3,192	43	1,895	867
Aug.	6...	10,355	6,375	2,897	52	2,068	353
Aug.	13...	7,777	7,220	1,787	102	511	9
Aug.	20...	9,682	6,919	2,254	63	800	46
Aug.	27...	12,628	11,253	2,839	122	499	166
Sept.	3...	8,690	6,425	1,469	9	184	52
Sept.	10...	10,609	8,203	2,223	55	338	130
Sept.	17...	8,200	10,902	3,981	67	390	50
Sept.	24...	7,515	10,572	3,341	76	125	119
Oct.	1...	8,186	7,476	3,025	76	255	112
Oct.	8...	7,395	7,427	2,302	297	168	186
Oct.	15...	5,210	9,345	2,925	323	99	226
Oct.	22...	7,782	7,985	1,999	401	67	368
Total since							
July	1...	133,777	137,303	45,447	2,022	11,804	4,838

6 cars of corn and 3 of oats. Our banner day was Sept. 29, when we received 128 wagon loads.—E. C. Sherwood, mgr. Farmers Union Grain Co.

Sioux City, Ia., Oct. 20.—On account of the high freight rates and the low prices of grain, there is not much moving.—Grain Belt Cereal Co.

KANSAS.

Hardtner, Kan., Oct. 5.—Wheat is 75% marketed in this section.—James G. Fay.

MINNESOTA.

Minneapolis, Minn., Oct. 14.—The first car of new corn was received on this market today. It graded No. 1 mixed, having one-third old corn mixed in. Moisture was 16.4%.

MISSOURI.

St. Joseph, Mo., Oct. 1.—Some new corn selling and movement should start within a few weeks. Considerable old corn and wheat moving.—Valley Grain Co.

Forest City, Mo., Sept. 1.—No corn is moving here. Some of the farmers are talking of buying stock and feeding it.—Forest City Mill & Elevator Co.

NEBRASKA.

Lyman, Neb., Oct. 15.—Farmers are inclined to hold at present prices and not much grain moving. If market would stiffen a little believe we would have our usual run.—E. S. Young.

Elwood, Neb., Oct. 21.—About 75% of the wheat and quite a lot of old corn still held by farmers, who say they will not sell the corn under 30c.—Geo. H. Mitchell, mgr. Farmers Elevtr. Co.

NEW MEXICO.

Clovis, N. M., Oct. 22.—Have a good crop of kafir, milo and corn, but do not believe many farmers will thresh and haul to market unless prices get better, since a great many have to haul a long distance and cannot pay expenses at present prices. Considerable of old crop left for this reason.—Cramer Mill & Elevtr. Co.

NORTH DAKOTA.

Mandan, N. D., Oct. 22.—Only about 50% of the wheat remains in farmers' hands.—Russell Miller Milling Co.

TEXAS.

Higgins, Tex., Oct. 21.—Ninety per cent of wheat has left farmers' hands, that remaining will be held for higher prices. Elevators are all empty.—Collins & Patton Grain Co.

SOUTH DAKOTA.

Bonilla, S. D., Oct. 12.—About 50% of the small grain crop in.—J. E. Rush, mgr. Siberz Bros. & Craig.

Congestion in Montreal Harbor.

Congestion of grain in harbor elevators at Montreal has grown acute, due to market conditions and to lack of ocean tonnage. Two of the largest elevators had suspended operations Oct. 19, being filled, and 22 grain boats were then lying in the harbor with full holds waiting to unload, while others were enroute. About 3,300 cars were waiting to be unloaded, and it was estimated that 30,000,000 bus. of grain were in transit or stored between Georgian Bay Ports and Montreal.

A com'te has been appointed to have control of the grain handling facilities of the port of Montreal for the purpose of working out a method to avoid the congestion and delay.

M. P. Fennell, sec'y of the Harbor Com'n, is chairman of the com'te, which acts as a clearing house. When a vessel is waiting for a cargo of grain that it cannot get at one elevator, authority is issued to permit it to go to another. The various grades of grain are pooled and loading instructions issued by the com'te.

MALT EXPORTS from the United States have shown a tremendous increase during the past year. In August the total malt exports were 915,781 bus., compared with malt exports during August, 1920, of 198,000 bus. Malt exports for the 8 months ending August were 7,312,000 bus., compared with exports during the corresponding period of 1920 of but 2,647,148 bus.

Wheat Stocks Oct. 1.

Washington, D. C., Oct. 17.—Total stocks of wheat in the United States in all positions on Oct. 1 (excluding farm requirements for seed and feed, estimated at 100,000,000 bus. for the year) is estimated to be 529,000,000 bus.; compared with 605,000,000 bus. a year ago.

Farm holdings on Oct. 1 (excluding farm requirements) are estimated to be 28.9 per cent smaller than a year ago, or 318,000,000 as against 447,000,000 a year ago.

Holdings in country mills and elevators are 17.3 per cent more than a year ago, or 152,000,000 against 129,000,000 a year ago.

The commercial visible on Oct. 1 was reported as about 59,000,000 against 29,000,000 a year ago—an increase of about 103 per cent.

These figures are obtained in the following manner: Reports from crop reporters indicate that the quantity of wheat marketed from July 1 to Oct. 1 this year was 31.4 per cent greater than in like period last year. Last year mills and elevators received 42.2 per cent of their year's receipts in the three months, July 1 to Oct. 1, which, on the basis of 680,000,000 marketed during the year is equivalent to 287,000,000 bus. (as reported in the August 1921 Crop Reporter). An increase of 31.4 per cent of this amount makes 377,000,000 bus. as the indicated farm marketings from July 1 to Oct. 1, 1921. The total farm supplies, including crop and July 1 farm carry-over is 795,000,000 bus. this year compared with 835,000,000 last year. Stocks in country mills and elevators were obtained from about 5,000 country mills and elevators, which reported their holdings on Oct. 1 of this year and last year, and their total receipts for the year ending Oct. 1. From these reports it was found that their holdings on Oct. 1 were equal to 19.7 per cent of their year's receipts, which were estimated for all mills and elevators at 770,000,000 bus. (393,000,000 from Oct. 1, 1920 to July 1, 1921 and 377,000,000 from July 1 to Oct. 1, 1921.) 19.7 per cent of 770,000,000 gives 152,000,000 bus., the estimated stocks in country mills and elevators on Oct. 1, 1921. The quantity so held was 117.3 per cent of the quantity similarly held a year ago, indicating 129,000,000 bus. held a year ago.

Wheat Supply Comparisons*

	1921	1920
Farm reserves July 1.....	54	48
Crop	741	787
Total farm supply.....	795	835
Marketed July 1 to Oct. 1.....	377	287
Remaining	418	548
Farm requirements	100	101
Total marketable on farms Oct. 1..	318	447
Marketed Oct. 1 to July 1.....	393	393
Farm carry-over July 1, 1921.....	54	48

Summary Stocks Oct. 1.

On farms (excluding farm requirements)	318	447
In country mills and elevators.....	152	129
Commercial visible	59	29

Total 529 605
*In millions of bushels.

Corn Belt Moving North in Canada.

The corn belt is moving northward in the Canadian provinces of Alberta, Saskatchewan and Manitoba. Until a few years ago corn in western Canada was grown only for fodder. R. C. Stead of the Dep't of Immigration and Colonization of the Canadian government after an extensive trip thru western Canada says of the Canadian corn crop this year:

"The corn fields to be seen in western Canada this year equal any to be seen in the east or the south. The growing of corn has made great headway in this section during the past few years."

Persistent development of, and experiments with, the dent variety of corn by the Canadian agricultural officials and the various Canadian agricultural schools has resulted in the breeding of a corn that will fully mature in the short summers of our northern neighbor.

"It seems to be about time for us to rise up and say that America shall be ruled and governed by American citizens and not by organizations which have their own selfish purposes to serve."—General John Pershing.

Silent Consent to Confirmation.

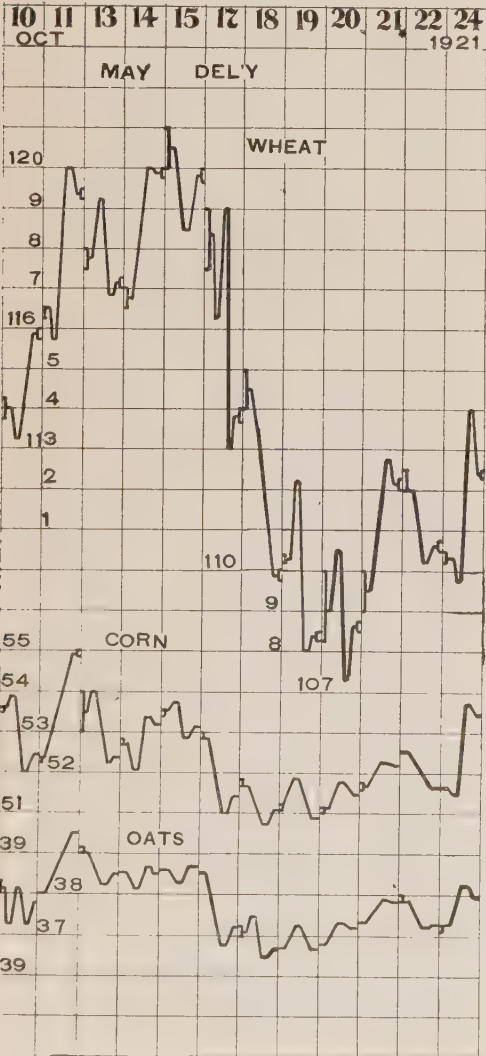
Campbell & Campbell, attorneys, of Wichita, who represented the Trusler Grain Co., plaintiffs, in their suit against the Earleton Grange, reported on page 271 of the Journal for Aug. 25, furnished the following additional decisions of the Kansas State Supreme Court, with comment thereon, bearing on confirmations, their acceptance without objection and the buying in of defaulted contracts. They write:

The facts were as stated in your article. The main point raised in the Supreme Court was whether a written confirmation of a trade made by wire and letter had the same effect as a confirmation of a 'phone trade. Our Kansas Supreme Court had held in several cases that a dealer who accepted another dealer's confirmation of a 'phone trade was bound by all the terms thereof, but this was the first case where the confirmation involved was of other than a 'phone trade.

As discussed in the Trusler case, Trusler had sent out card bids. Defendant wrote the letter quoted saying they would load out one or two cars. Trusler wired acceptance of two cars and immediately confirmed in the usual manner. Held, that the confirmation became binding on defendant by its acceptance thereof without objections, and that the contract was as set out in the confirmation.

Chicago Futures

Opening high, low and close on wheat, corn and oats for the May delivery at Chicago for 2 weeks past are given on the chart herewith.



The Kansas Supreme Court has now pretty well defined the rights of grain dealers under these confirmations, and we have had the privilege of representing grain dealers in some rather important decisions.

In WALLINGFORD BROS. v. BUSHTON ELEVATOR CO., 100 Kan. 207; 164 Pac. 275, it was flatly held: "Where a contract is made by telephone for the purchase and shipment of grain, followed by a letter of confirmation from the purchaser to the seller setting forth the terms of the contract, the written confirmation controls unless the seller makes known to the purchaser any objection he may have to the terms as stated therein."

In this case it was also held that in a contract for "August shipment" wherein the seller advised the buyer early in August that shipment would not be made, the buyer could wait till the expiration of August before buying in for the seller's account, and the seller would be liable for damages based on the market difference after time for August shipment had expired, provided the buyer could not buy in earlier without any loss, in which case it was his duty to do so.

In KANSAS FLOUR MILLS v. BRANDT, 98 Kan. 587; 158 Pac. 1120, it was held when a seller notifies a buyer of grain, before time of shipment expires, that shipment will not be made, the buyer may go on the market upon receipt of such notice, and buy in for the seller's account, and may recover the market difference at that time, though the price is lower at the expiration of contract limit of shipment.

From these decisions it seems that upon a seller's notice of default, the buyer may buy in at once, but does not have to, unless the market is such that he can buy in without any loss, in which case he should do so.

In CARGILL COMMISSION CO. v. MOWERY, 99 Kan. 389; 161 Pac. 634, it was contended that as neither party to the trade accepted the other's confirmation, there was in fact no contract, the trade custom being to exchange confirmations.

The lower court held to the above theory, but on appeal the Supreme Court decided in favor of our client, and held that where the terms of a trade were clear from the original wires or correspondence, a contract was thereby consummated though confirmations were never accepted. We take this to mean that where one accepts the other's confirmation he is estopped to deny that the terms of the trade are as therein set out, but that the confirmation itself is not absolutely required to evidence a contract.

In HAYES v. CARDWELL, 107 Kan. 556; 192 Pac. 757, it was held in effect that where the seller received a confirmation from the buyer and immediately objected to certain terms therein, while the buyer accepted the seller's confirmation without objection, that then the seller's confirmation controlled, and the buyer was bound thereby.

In STRONG v. THURSTON, 107 Kan. 368; 191 Pac. 575, the question was whether a buyer could extend time of shipment, after the seller's default, without consent of the seller. The buyer's confirmation, accepted without objection by the seller, had the usual provision that if grain was not shipped in contract time the contract would be considered open until the buyer gave notice to the contrary. The grain was not shipped in contract time, whereupon

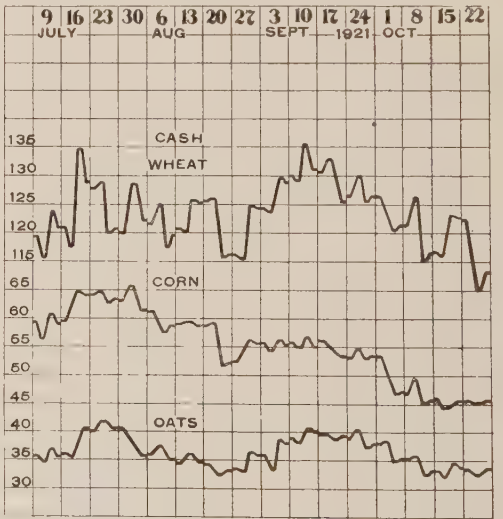
the buyer gave a definite extension of time for shipment, then notified that he would buy in if not then shipped, which he did. The lower court held that the buyer could not extend time of shipment without the seller's consent, but the Supreme Court held that the seller was bound by all the terms of contract and that according to the confirmation the time of shipment could be extended without the seller's consent.

So under the Kansas decisions we may say that: While the acceptance of a written confirmation is not necessary to consummate a contract, that when one does accept such a confirmation he is bound by all the terms thereof, as to extensions of time and as to other details; that when a seller gives notice that shipment of grain will not be made according to contract, the buyer may at once buy in and recover the market difference at that time, or he may, if he prefers, wait until the expiration of contract time of shipment, before buying in, and recover the market difference at such time, provided that he cannot earlier buy in on the market without any loss, in which case it is his duty to do so.

JUGO-SLAVIA now permits wheat to be imported and ground in bond, provided the flour is exported within 6 months. To promote the exportation of flour, the export duty on it is to be cancelled, while the export duty on wheat will be doubled.

Cash Wheat, Corn and Oats Fluctuations from July 2 to Oct. 22.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Daily Closing Prices.

The daily closing prices of wheat, corn and oats for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.													
	Oct. 10.	Oct. 11.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago	111	115	112½	115	115½	109¾	105¼	103½	103¾	108¼	105¾	107¾	107¾
Kansas City	102	106½	104½	108½	107¾	101½	97½	96	96½	100½	98½	100½	100½
St. Louis	110½	114½	112½	115½	115½	109½	104¾	103	103	107¾	105¾	106¾	106¾
Minneapolis	123	126½	124½	126½	126	120½	114¼	115	117½	122½	120½	122½	122½
Duluth	125	130	129½	129	124	119	118	122	122	122	122	124	124
Winnipeg	113½	117½	114½	117	116	111½	106¾	105¼	106	109½	106¾	108¼	108¼
Toledo	126½	131	129½	132	132	125½	120½	117	118½	123	121½	125	125
Milwaukee	112	112½	115½	115½	110	105½	104	104	108	105¾	108	108	108
DECEMBER CORN.													
	Oct. 10.	Oct. 11.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago	46½	48½	46½	47½	47½	45	46	45½	46	46½	46½	47½	47½
Kansas City	38½	40½	38½	39½	39½	37½	37½	37½	38	38½	38½	39½	39½
St. Louis	44½	46½	44½	45	45½	43½	44	43½	43½	43½	43½	46	46
Milwaukee	46½	46½	46½	47½	47½	46½	46½	45½	46½	46½	46½	47½	47½
DECEMBER OATS.													
	Oct. 10.	Oct. 11.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
Chicago	33½	34½	33½	33½	34½	32½	32½	32½	32½	33½	32½	33½	33½
Kansas City	30½	32½	31½	31½	31½	29½	29½	29½	30	30½	30½	30½	30½
St. Louis	32½	34½	33½	33½	33½	31½	31½	31	31½	32	32½	33	33
Minneapolis	28½	29½	28½	28½	28½	27½	26½	26½	27½	27½	27½	28½	28½
Winnipeg	38½	38½	38½	38½	38½	38	36½	36½	37½	37½	37½	37½	37½
Milwaukee	33½	33½	33½	33½	34½	32½	32½	32½	32½	33½	32½	33½	33½

Professional Speculation an Economic Service

By R. Magill, Sec'y Winnipeg Grain Exchange

The method of future trading now used in grain exchanges was first put into operation about the time of the Civil War in the United States. Thruout the centuries prior till then, grain was marketed with a view not only to present, but also to future needs, and doubtless if the present method of future trading were abolished, grain would still be marketed in ways that would make provision for future necessities.

Primitive communities live from day to day, but developed and more particularly highly industrialized societies must make provision for the future. Countries like Great Britain that are dependent upon large supplies of imported wheat must take long views, and must so purchase that they will not only have sufficient stocks on hand for present necessities, but also have provided supplies for months ahead. And even countries which are not dependent upon imported wheat, but have surpluses to export, must in some way or other provide not merely for day to day consumption, but for the needs of their people for weeks and months ahead.

Before the present method of future trading was established, these fundamental needs were met by cash purchases in one form or another. With the development of international trading in grain in large volume, with the development of large industrial cities, and with the development of modern financial methods, it was found that the earlier methods of providing future supplies of food were neither efficient nor economical, and for that reason amongst other changes introduced into the marketing of grain that of future trading in its present form made its appearance.

The handling of wheat in bulk, the storing and transporting of it according to grade, the building of large terminal warehouses, the introduction of storage receipts, and especially of registered terminal warehouse receipts representing large quantities of grain of the same grade, made it easy to apply the method of future trading to grain.

Banking Credit Based on Future Trading.
Owing to the immense volume of grain marketed, and to the fact that practically all of the business is done on credit, banks have a primary interest in the system of marketing. Not many grain merchants or companies have sufficient capital of their own with which to do a large volume of business. All of them borrow large sums of money from the banks, or have large lines of credit, to enable them to do business. It is not generally realized that from the moment the farmer sells his wagon-load of wheat, or gets an advance upon it, the wheat is virtually owned by the banks. Indeed, one might go further and say that from the moment the farmer parts with his wheat at the local shipping point, the banks become the owners of it, and the banks remain the owners of it until it is eaten as bread by the consumers. Elevator companies, track buyers, commission merchants, shippers, exporters, mills and bakers are financed by banks, and in their relation to the grain they are not much more than the agents of the banks that finance them.

When a grain company secures a line of credit from a bank, naturally it must give security, and the most important part of the security is the grain itself. And the grain is good security, particularly for this reason, that it can be sold for future delivery, and the value of its security thereby actually determined.

A line elevator company buys, say, 50,000 bushels of wheat per day from harvest to the close of navigation, and pays the farmers with money borrowed from the banks. The company, as it buys, sells for future delivery an equivalent quantity, and the price at which it sells is the lowest price which it need accept. Whatever fluctuations may take place in the price of wheat, the company is insured against.

The bank knows how the company stands from day to day, knows—or can know—how much wheat the company is buying, and knows what price the company can get for it.

The bank can, at any time it pleases, sell the grain it holds as security. The market for fu-

tures is a continuous market, and at any time between the opening and the closing wheat can be bought or sold. Not only is grain paper good security because of the market for future trading, it is a security which for the same reason can be liquidated more quickly than any other form of security known.

The total amount of capital required for moving the grain crop of Western Canada is smaller because of this method of trading, and it is possible for an individual or a company to be financed by a bank with much less collateral than would otherwise be required. If this method of future trading were not available, only such firms could engage in the grain business as could command large amounts of liquid capital or sufficient collateral to satisfy the banks. The result would inevitably be the elimination of numbers of traders, and the concentration of the grain business in the hands of a small number of wealthy corporations.

Further, owing to the quality of the security, the rate of interest tends to be lower. This method of future trading, therefore, enables the grain business to be done at a less total capital, saves it from falling into the hands of a small number of wealthy corporations, tends to lower the rate of interest, and not merely increases competition, but reduces the total cost.

Future Trading Provides Against Risk of Fluctuations.

Nor are these the only results of future trading. Grain is a commodity which is inevitably subject to frequent fluctuations in prices. The Canadian wheat crop is all reaped within a few weeks, but it is consumed over a period of twelve months, and in several countries. Many, if not most, of the producers must sell soon after they reap in order to meet their obligations, but transportation companies cannot move all the grain to market immediately, and consumers cannot eat it immediately, and will not purchase it immediately. Much of the Canadian wheat crop remains on the farms or in country or terminal elevators for weeks and months after harvest, and during those months other countries are producing wheat, and shipping their surpluses to the world's markets in competition with Canadian wheat.

This risk of fluctuations in prices thruout the year is well provided for by the method of trading for future delivery. As a country elevator company buys from day to day, it can sell for future delivery, and thus transfer the risk of price fluctuations from the producers and from the elevator company, and by so doing the company can pay a better price to the producer. The risk of price fluctuations must be carried by somebody. The buyer will not carry it, and if he cannot hedge against it the producer must carry it by taking a lower price.

In the same way exporters can protect themselves by this method, millers do the same, and importers in other countries do the same. It is because all these results are made possible by the method of trading for future delivery that there is probably no commodity in the world that is marketed at a lower cost than wheat.

In brief, trading for future delivery is:

- (1) an advantage to banks in the financing of grain, because it
 - (a) increases the security of the loan,
 - (b) increases the liquidity of the security,
 - (c) tends to lower the rate of interest,
 - (d) enables the grain to be financed with less capital.
- (2) an advantage to dealers in cash grain, whether elevator companies, exporters or millers, because it
 - (a) enables them to insure against the risk of price fluctuations,
 - (b) and enables them to trade at a less cost, with greater security, and on a smaller percentage of profit.
- (3) an advantage to the producer because it
 - (a) frees him from the risk of price fluctuations which he would otherwise carry,
 - (b) secures him more competition,
 - (c) and so reduces the tolls or charges upon his grain that it is marketed at less cost than other farm products which cannot be sold for future delivery.
- (4) the most economical method yet devised for providing for future food supplies.

It is sometimes said that if trading in futures were limited to producers, elevator companies, millers and exporters, there would be little or no objection to it, but that it is not so restricted; that there are parties buying and selling for future delivery who have no grain to sell, who do not wish to accept delivery of grain, who do not handle the physical grain at all, either as sellers or buyers, and whose influence in the market is injurious.

And it is true that there are others who trade in futures. There are firms that buy and sell who are neither elevator operators, millers or exporters, and there are amongst the general public numbers of people who trade in futures thru brokers.

It is held by some that each individual order to buy or sell should be censored with the view of ascertaining its origin and character, and of preventing the execution of it if it comes from other than what we may call the handlers of the physical grain.

It is also held by some that in addition to or apart altogether from the censoring of the individual orders, there should be some prohibition by the Exchange, or by law, of trading by parties other than the handlers of the physical grain, and the prohibition more particularly of what is called "short selling."

Censoring of Individual Orders is Impracticable.—Orders come from elevator operators, millers, and exporters; they come from farmers; they come from Montreal, from New York, from Chicago, from Kansas City, from Minneapolis; and they come from overseas. As these orders come in they must, as a rule, be executed instantaneously, and any delay such as would be required by censoring might result in a loss to the person giving the order. And besides that, such censoring would not necessarily give the knowledge sought. If an order comes from Liverpool to buy or sell 100,000 bushels of May wheat, a censoring board in Winnipeg could not ascertain from the order anything about it, other than the order itself. The censoring of trades is not only impracticable, but useless.

Short Selling.—So far as prohibition of short selling is concerned, and so far as restrictions of future trading to certain classes is concerned, this also is impracticable for a grain exchange in itself, for the simple reason that the grain exchange has no authority to attempt to prohibit individuals from buying and selling futures, and no authority to prohibit its members from accepting orders to buy or sell, from all but a few specified classes. Not only has it no



R. Magill, Sec'y Winnipeg Grain Exchange.

right to do this, it has no means by which it could enforce such prohibitions or administer such restrictions with efficiency.

And a market for futures that was restricted to the physical handlers of wheat would not be a satisfactory market. The sellers would be farmers and elevator men, and the buyers would be millers and exporters. It would rarely happen that the amount offered for sale would be equivalent to the amount required by the millers and exporters. Between harvesting and the close of navigation the quantity of wheat offered for sale would far exceed the demands of millers and exporters, and if there were no other buyers present the effect upon the price would be serious. Country elevator operators could not hedge their wheat, and the problem of carrying the surplus until the millers and exporters were prepared to purchase it would be difficult to solve.

Professional Speculators.—It is just here that the professional speculators render a most important economic service in the marketing of grain. They are prepared to buy in competition with millers and exporters, and they are prepared to carry the surplus which the millers and exporters will not take. If the hedging of cash purchases is an economic advantage to banks, to producers, to elevator operators, to millers and to exporters, it is a service which requires that there be permitted to trade in futures others besides the so-called handlers of the physical grain.

The reduction of the market to the handlers of the physical grain would mean, in my opinion, the reduction of trading in wheat to a cash basis. It would be a retrograde step; it would mean a return to the methods that were discarded upon this continent years ago—methods still prevalent in more backward countries, and methods that would impose a serious burden upon our financial resources, and a serious burden upon producers of grain.

A general prohibition by law of what is called "short selling" would also, in my opinion, be injurious. The argument that short selling increases the amount of grain offered for sale, and thereby depresses the price, ignores entirely the fact that where there is a short sale there must also be a purchase, and it ignores the fact that every short seller must before long become a buyer. Short selling, of itself, cannot depress the price of wheat if the natural cause of higher prices exists, that is to say, if the supply is less than the demand. The short seller anticipates the course of prices, and if his judgment is wrong, the price of wheat will rise, and he—and he alone—will suffer. In addition, the general prohibition of short selling would make it difficult for Canadian exporting houses to sell any of the new crop until it was threshed and offered for sale. It would thus handicap Canada in exporting its surplus, for those countries that depend upon imported wheat will purchase for future delivery somewhere, and if they cannot purchase from Canada, Canada will suffer rather than they.

It appears to me that there is no half-way house between a free and unrestricted market for futures and the abolition of future trading altogether.

Law Can Not Discriminate Between Individuals Permitted to Speculate.

It must be admitted that the operation of the market for futures makes it possible for individuals who are financially weak to speculate in grain, and it must also be admitted that there is no defense of an individual—maid-servant, teacher, bank clerk or parson—taking a "flier" in the market. Individuals outside the grain business who are not conversant with it should not dabble in futures. Up till now, however, there has not been found any practicable way of excluding them that would not work injury to the much larger classes who are benefited by this method of marketing. Possibly education and a more enlightened public opinion are the only methods by which the public can be taught to be more conservative in the use of their savings. Speculating in grain is not the only way by which individuals lose money. Speculation in oil, speculation in stocks, and speculation in real estate are examples. And these are not the only examples. The number of people who enter business for themselves is very much larger than the number who succeed, and the history of business in every department is a history of failure for the majority, and success for but a few. It is difficult to see how all this can be prevented by law without interfering with that freedom of judgment and action to a degree that would mean an intolerable tyranny.

Would Test Capper-Tincher Law.

In a letter to members of the Board of Trade John Hill, Jr., of Chicago, Ill., writes: I had hoped that the Chicago Board of Trade would at once proceed to test in the courts the constitutionality of this law, as its provisions were so drastic and its possibilities for disaster to the grain trade so glaring that in the opinion of many mature minds it spelled the end of open competitive trading and set at naught the laws of supply and demand.

After thoroly investigating the legal situation and studying the new law, I am convinced that it is unconstitutional and in this opinion I am supported by the very best legal talent.

As the Board of Trade did not seem disposed to attack the law, I recently sent to the Board of Directors a request signed by several prominent members and myself requesting that the Board of Trade institute legal proceedings to test the constitutionality of the law before complying with its provisions; but our prayer was denied.

I am, therefore, going to make this test with the aid of such other members of the Board of Trade as recognize the necessity for this action and will lend me their moral and financial support, to the end that before the Board of Trade submits itself to the control of a department of the Government, under a law that promises to work injury to the grain trade in general, and the producer in particular, the Supreme Court of the United States be called upon to pass on the validity of the law.

In taking this course there is no disrespect nor criticism of the Board of Trade nor Congress intended. It is purely the result of a careful analysis of the law and its probable effect and an effort to avert the destruction or crippling of our present system of grain marketing for which no substitute system of merit has been even suggested.

The law, which I will attack, is an interference with intrastate business. It tends to nullify and to place at naught the charter granted by the State of Illinois to the Chicago Board of Trade. It makes a preferred class of membership, one not subject to all of our rules, and in various other features violates the rights of our Exchange and the members thereof. I am confident that the courts will give us the protection due to every citizen of the country under our Constitution.

A BILL introduced into the House by Rep. Herrick of Oklahoma would fix the price of wheat for the next ten years at prices ranging from \$1.50 to \$2 per bus. This bill seems to have about as much sense to it as other of the bills of Mr. Herrick which provide for "standardized wages" and "a fine of \$10,000 and imprisonment for persons impersonating a king or a queen in a theatrical production."

WHILE THE BUYING POWER of the farmer is increasing and business is on the upgrade, I am uneasy owing to the decline in grain prices below pre-war levels, resulting from the excessive marketings by the farmers. I do not say that there may not be still further declines in prices of some of our grains, but in the very nature of things they cannot continue for any length of time.—Sec'y of Agriculture Wallace.

Folly of Building Elevators Where No Grain is Shipped.

The recent disastrous failure of the Marion Co-Operative Exchange after having sunk over \$80,000 of its stockholders' and bankers' money was due to a lack of business sense. The directors of the company had no knowledge of the grain business, and neither did the innocent stockholders who lost their hard-earned money.

Marion, Ind., had no grain elevator, strictly speaking, the grain business at that point being in the hands of the Thomas Milling Co., established more than 30 years ago. This company has a 3-story 100-brl. brick mill and a large steel grain storage tank in connection at its south plant. By hard work the company has built up a good demand in Marion and towns near for its brand of "Tip Top" flour. In 20 years this mill has not been shut down a day for lack of business. The mill has used 80,000 to 100,000 bus. of wheat a year for milling. The company has a second well equipped plant in the north part of the city. It has been able to buy an average of 75,000 bus. of wheat a year at both plants and usually has paid more than a regular shipper could afford to pay in order to accumulate this amount.

With its population of 25,000 Marion is a good consuming center, the inhabitants, on the basis of 5½ bus. per capita requiring 130,000 bus. of wheat per year in the form of flour. Therefore Marion was not in need of an elevator for shipping out the little wheat tributary to the city. Altho Grant County is rich in agricultural resources and produces large crops of wheat, corn and oats, there are several elevators in near-by towns and a country feeding demand that has cut down the deliveries of corn to Marion to about 10,000 bus. a year, which is not enough to warrant the erection of an elevator. About the only legitimate shipping business is in oats, of which 100,000 bus. a year is marketed at Marion.

Years before the co-operative exchange had been heard of the Thomas Milling Co. had at times been forced to pay above the Toledo price for milling wheat in order to get sufficient to run its mill. At other times the price might sink to the shipping difference to Toledo or Cincinnati, which might be 16 cents under Toledo. The real value of the wheat, of course, was at all times about 16 cents under Toledo, but the farmers did not understand this and felt that they were unjustly treated when the Milling Company did not pay Toledo prices at all times.

After the Exchange had gone into bankruptcy the stockholders referred bitterly to the



North Elevator of Co-operative Exchange, Marion, Ind.

fact that when the farmers elevator was active in buying wheat the mill paid one or two cents above Toledo, and that after the exchange quit the mill dropped to 16 cents under. In truth this was not done by the mill to antagonize the farmers elevator, but simply to keep the mill running. On Sept. 1 Mr. Thomas was paying 10 cents per hundred more for wheat than was being paid at near-by stations. In fact, Mr. Thomas had told the promoters that if the proposed farmers' elevator was to be kept in operation by shipping wheat out so that he had to pay freight on wheat shipped in, the flour consumers of Marion would have to pay 50 cents per barrel more than if there was no farmers' elevator.

The Thomas Milling Co. offered to sell the promoters of the farmers' elevator one or both of its plants at a very low figure, not that the company was anxious to sell, but it wished to give them a clear field. A com'tee of two did look over the mill property, one of the gentlemen showing a real interest in the equipment and inventory, while the other, Mark M. Kilgore, showed no interest and evidently already had made up his mind that a competing elevator should be built.

Mark M. Kilgore had a selfish interest in urging the farmers to build. It would bring business to his bank, the Farmers Trust & Savings Bank, of which he was then president, if his bank financed it; and Kilgore had been told two elevators could be built for \$15,000 each.

Farmers were enjoying war prices for their products, were flush with cash and the organization of the company went thru with a whoop, 235 stockholders each subscribing \$100, which later was increased in some individual cases to \$500 and \$1,500. No stockholder had more than one vote and everything was left to the officers who were somewhat self-appointed. Besides Kilgore the active promoters were Julius Stallings, Geo. Weaver, Melvin Cain and R. L. Smith. Stallings, who resides 5 miles out on the Salem pike, was an early pres., and Kilgore treas., but on incorporation Apr. 11, 1919, the officers were Emanuel Stevens, pres.; Cain, sec'y; and Smith, treas. Mr. Stevens is a retired farmer who resides in Marion. The company was authorized to issue 500 shares of \$100 each. When the company began to run short of cash the directors authorized an issue of \$25,000 preferred stock, but were able to collect only \$15,100.

The company was unfortunate in not getting the buildings completed in time to handle the 1919 crop. The 1920 crop was not good, and the company's business was too small to be profitable.

In April, 1919, the directors let a contract to J. A. Horn to build two elevators of tile and concrete of 16,000 bus. capacity, one on the Clover Leaf and Big Four, known as the North Elevator, and the other, known as the South Elevator, according to plans furnished by tile manufacturers, at a price of \$32,000. After considerable work had been done Mr. Horn declared the cost of materials and labor was so high he could not build the elevators at the agreed price and he stopped work. After everything had been at a standstill for a week or 10 days the directors made a new agreement with Mr. Horn under which they were to pay for the materials and labor and pay Mr. Horn 10 per cent for superintending the work. Construction was resumed, but the cost ran far above all estimates, so that the buildings alone cost about \$50,000.

The North Elevator cost a little more than the South Elevator, its valuation on May 1, 1920, standing at \$25,124.72; against \$24,217.54 for the South Elevator. The principal items were \$10,737.14 for construction labor; \$2,989.53 for cement; \$4,864.27 for tile blocks and \$1,398.56 to J. A. Horn. On the South Elevator the principal items were \$9,404.84 for labor, \$4,800.72 for tile blocks, \$3,783.78 for cement and \$1,398.56 to J. A. Horn. The North Elevator is built on ground leased from the Clover Leaf at \$120 a year. The South site is owned. The company has \$1,200 invested in ground, and \$3,713.37 in side track investment; and besides all the foregoing put \$13,158.50 into equipment, not counting office furniture and fixtures, \$234.50; inventory, grain and merchandise on May 1, 1920, of \$9,478.04, when its resources and liabilities balanced at \$80,912.23.

After the stockholders' money had been expended, the elevators were completed and business started on money borrowed from the banks, there having been six notes payable at one time, four to the Farmers Trust & Savings Bank of which booster Kilgore had been president, of \$12,500, \$5,000, \$5,000 and \$8,000 respectively; one to the Marion State Bank of \$12,500, and one to the Grant Trust Bank of \$1,200, aggregating some \$44,200. At the same time the company owed \$492.50 in accrued interest and \$1,119.73 in accounts payable.

The company bought a coal yard for \$1,500, bought a Ford Truck with which to deliver flour, having engaged in the wholesale flour business, and paid \$100 for a share in a grain commission firm. The company took on as a side line the International Harvester Co.'s farm machinery, but the International contract kept this separate outside of the receiver-ship. When the company ended it had in-

vested in building and equipment \$78,600. Mr. Stevens was the first manager. He bought some six or seven carloads of wheat. While he was manager the price of cash wheat dropped from \$3.15 in May, 1920, to \$2.00 a bushel in October.

While C. O. Curran was manager he was forced to spend \$2,000 on the plant to put on new roofs, etc., as all the cement roofs on both plants leaked water.

Water running down the tile blocks soaked thru the cement mortar joints and spoiled a carload and a half of oats and wheat. To stop this seepage of water thru the walls of the tile bins a special composition of tar was put on the joints with a putty knife. While this somewhat mars the appearance of the tile tanks it is said to be effective in keeping the water out.

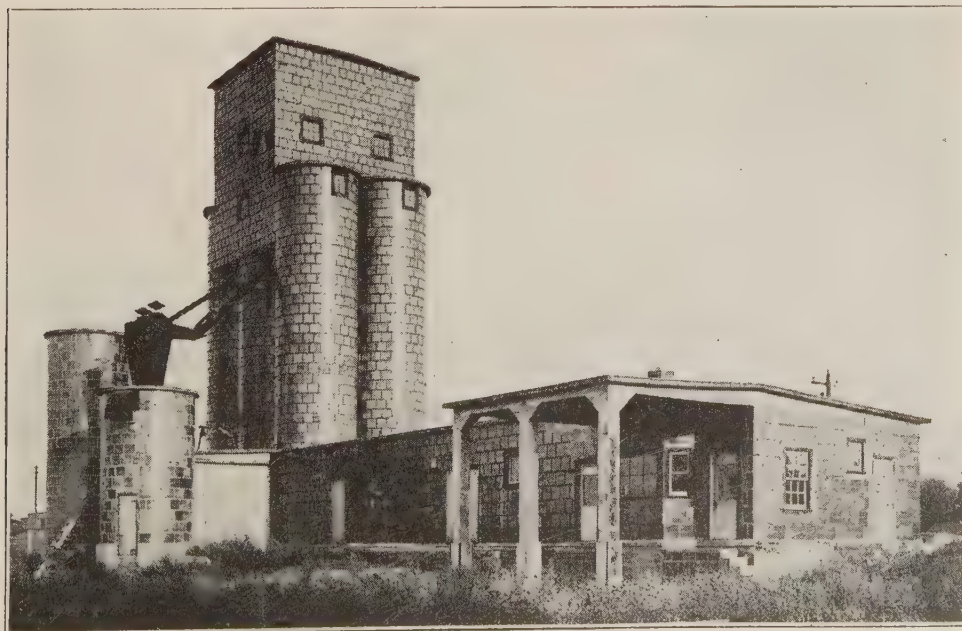
After the plant had been in operation long enough to show that its profits were nowhere near what had been expected the banks began pressing for the payment of their notes. Stockholders then were urged to take additional shares and preferred stock, but altho much was raised it fell far short of meeting the \$44,200 of notes and the business was thrown into the hands of a receiver. One of the original stockholders, a man of integrity in whom all have confidence, B. A. Radabaugh, was named receiver. He is a successful farmer four miles out on the Montpelier pike. He employed Alva Miller, a stockholder, as custodian at the North Elevator, the South Elevator being closed.

The elevator is not the kind a regular dealer would build. Regular dealers prefer to have their storage space divided up into a greater number of bins, and usually have some personal ideas on economy in handling grain that can not be met by the stereotyped designs furnished by the hollow tile block manufacturers. The matter of water coming thru the joints to spoil the grain also would be considered by the experienced grain man.

The North Elevator comprises an office and warehouse adjoining 6 cylindrical tile bins, four of which run down to the ground, while one bin is occupied by the two elevator legs and manlift, the sixth bin being subdivided by tile partitions into 6 smaller bins, above the work floor. The larger bins hold over 3,000 bus. and the total bin storage is 16,000 bus. On the side opposite the driveway are the cob house and the dust house each of the same material and diameter, about 10 ft., as the storage bins, tho not so tall. Grain is taken from wagon dump sink by a drag to boots of the two elevators lifting to cupola, one leg with 14-inch and the other with 10-inch rubber belt in steel leg casings, buckets 7x14 and 6x10 inches. A short leg feeds the small attrition mill on the work floor. The machinery is driven by two Fairbanks Motors, one in the basement of 20 h.p. and one in the cupola of 15 h.p. In the cupola, which is of tile construction, is a small Fairbanks Scale. The wagon scale has a capacity of 10 tons, with registering Fairbanks Beam in the office. The grain cleaner is a Monitor furnished by the Huntley Mfg. Co. The warehouse sheller is a No. 14½. The Weller Mfg. Co. supplied the dump and manlift. The warehouse is about 70 ft. long and 22 ft. wide. The South Elevator is of exactly the same design and equipment, except that looking from the office toward the tanks the cob house and dust bins are on the left instead of the right.

Service.

Sycamore, Ill.—John L. Murphy in announcing the 50th anniversary of his entry into the grain and seed business quotes the following: "All the wild ideas of unbalanced agitators the world over, in their ignorant and pitiable quest for happiness through revolution, confiscation of property, and crime, cannot overthrow the eternal truth that the one route to happiness through property or government is over the broad and open highway of service. And service always means industry, thrift, respect for authority, and recognition of the rights of others."



South Elevator of Co-operative Exchange, Marion, Ind.

Collapse of Two 50,000 Bus. Concrete Bins.

Until Sept. 19 the grain elevator of the Farmers Elevtr. Co., at Condon, Ore., consisted of four reinforced concrete bins nested so as to form an interstice bin, which was erected in 1916 and two 30x75 ft. reinforced concrete bins adjoining which were erected in 1917. The two large bins had never been filled until the present bountiful crop of the section made it necessary. Under a load of 90,000 bushels of wheat the two bins collapsed and fell in a crumbled mass.

Examinations of the concrete is said to show a lack of proper proportioning. Some portions were heavily oversanded, with a noticeable shortage of cement, so much that the concrete could be easily crumbled with the hands, and in all the fractures there was no instance noted where any of the rocks had sheared through.

Mr. Fred K. Gettins of the Oregon State Highway Engineering staff, to whom we are indebted for fotografs of walls before collapse, examined the structure when cracks first appeared in the north bin. Cracks first appeared on Saturday morning, September 17, about 2 ft. above the footing on the north side of the bin and gradually widened until Monday at 2 P. M. when grain started to trickle through; the collapse coming 1½ hours later. Mr. Gettins stated that the concrete appeared to shear through and there was no indication of the foundation settling in any way.

J. W. Taylor was superintendent in charge of the work for the contractors, but the owners did not employ an inspector as provided in the specifications.

The officers of the Farmers Elevator Company are J. W. Dyer, president; S. B. Couture, vice president; Fred Grier, secretary and treasurer. A. S. Rice and F. E. Smith and the above officers are the directors. D. B. Thomas is manager.

The plans called for two Siamese bins, 30' inside diameter and 75' high with 8" concrete walls supported by a concrete footing placed on a rock foundation, the rock at this place rising to within 2' of the surface. A 6' concrete tunnel below provided for the discharge of the bins. The conveyor gallery above the bins was 6x7 feet. Slip forms and jacks were used in the wall construction.

The specifications called for a 1:3:5 or 1:6 bar run for the foundation and a 1:2:4 or 1:5 bar run mix for the walls and superstructure. The sand and gravel used was a bar run from the Umatilla Sand & Gravel Co. of Umatilla, Oregon. The cement used was Mt. Diablo with a proportion of hydrated lime.



Concrete Elevator at Condon, Ore.
Two Tanks at Right Collapsed Sept. 19.

The horizontal steel in the lower 30' section called for in the plans was ¾" round corrugated rods spaced 7½". Only 26' rods were specified, but upon measuring rods used were found to be 27'. Four rods to a course gave a lap of 17" or 22.6 diameters. The only vertical reinforcement called for consisted of the jack rods ¾" plain round rods, 18 in number, placed in sets of twos 10" apart and approximately 10' 6" center to center of sets.

At the time the inspection was made the lower courses were covered with wheat, so it was impossible to check the spacing of the lower rods. The sections which could be checked were undoubtedly of the upper part of the structure as the spacing of the rods varied from 12" to 18" and varied in distance from outside of steel to outside of wall from ¼" to 4½". The lapping of the horizontal rods seems to have been made at the same point in each course, giving a vertical series of laps. The only lap which could be found at this time measured 22", and the rods were 4" apart at this point. The jack rods were also irregularly placed and varied from 9' to 12' center to center of sets. There were no rods broken so far as could be ascertained. In every case where the concrete had fractured the rods had pulled out clean. The walls were approxi-

mately uniform so far as thickness was concerned, no sample measuring less than 8".

The Arlington Lumber Co. furnished sand and gravel, while the Henry Cowell Lime & Cement Co. supplied 730 brls. or three carloads of Mt. Diablo cement to the Farmers Elevtr. Co. on May 16 and 18, 1917. The bins were not completed until sometime in July.

While sufficient cement was supplied to build two tanks of the size specified, some doubt exists as to how it was used. Blow sand, alkali water, sand or gravel would also cause trouble. The trouble might have been due to the rapid drying out of the concrete before it had time to set.

The photographs reproduced herewith should convince every reader that the bins are wrecked beyond repair and the heavy loss falls on the owners who economized by not employing an inspector to watch the work.

Live Weevil in Northwest Wheat.

For the first time of which there is any record, live weevil is causing difficulty in the handling of spring wheat in Minnesota and perhaps other states in the Northwest. The problem caused by the presence of these insects is of vital importance to grain dealers in all sections of the country, whether there has been previous experience with them or not.

The federal grain standards for wheat require that a lot of wheat must be graded Sample when a 5-probe sample shows 2 live weevil, or 5 bran bugs; and the same rule applies to oats.

Among other agencies, the Railroad & Warehouse Commission of Minnesota is studying the matter. The practice of calling for reinspection on cars previously graded Sample because of live weevil, but in which the bugs have been killed by fumigation, has been stopped by the Commission, which now requires that in all such cases where another inspection is desired after fumigation the original certificate must be surrendered and a new inspection obtained. This obviates the possibility of settlement being made erroneously on the basis of the original grade.

The Commission has men on the road examining country elevators to determine those which harbor weevil. These men report daily and a record is kept of their findings so that interested grain dealers may know just where infestation has been found to exist. It will also be of assistance in assisting the work which the Commission expects to undertake to eliminate the insects from the state so far as that is found to be possible.

A CARGO of wheat was shipped recently from the Pacific Coast to South America and two cargoes to Japan.



Collapse of Two Concrete Tanks at Condon, Ore. The Above Views Were Photographed Six Hours Before the Fall of the Tanks.
[See pages 569-570-577-578-579.]

Only Good Materials Make Good Concrete.

It is a well-known fact that concrete is not a fool-proof material and that a building of any kind may be properly designed and yet, if not built under the supervision of an expert engineer, the entire structure may collapse.

Such failures are only attributable to the short-sightedness of the owners in not following the recommendations that are made by reliable contractors to put a competent engineer on the job as inspector during the progress of the work, and by their false economy in using local materials even against the builder's advice.

Alkali in certain sections of the grain country make it essential that those contemplating the construction of elevators should be told of the dangers of improper construction in their territory. In all semi-arid districts, such as exist in parts of Oregon, Idaho, Wyoming, Montana, Colorado, Western Kansas, Oklahoma and Texas, we encounter alkali. Alkali in water is a very dangerous ingredient to use in concrete and when alkali is found in the sand, and the gravel has a coating of alkali, it must positively be rejected and not even be used in small quantities, as it will surely shorten the life of the concrete.

Many elevators have been built in these sections, where the builders being engineers who know, have shipped materials of proper quality over two hundred miles to the point of construction rather than take a chance of using seemingly good materials that are found at the building site. Why? Because the local materials contain alkali and, altho used for house foundations and local construction, never can be depended upon for *good* concrete.

Blow Sand, or sand that is so fine that over forty per cent of it will pass through a No. 100 screen, must in all cases be avoided, as in order to obtain the best concrete every unit of each ingredient must be thoroughly covered with cement. This means great care and much additional cement where a large quantity of very fine material is used. Blow sand is found in all of the above-mentioned States and in general wherever alkali is found in abundance.

Winds of High Velocity blow constantly in the day time in some territories at certain times of the year, and a sudden temperature change takes place at night. These winds have been found to cause great damage to walls built in slip forms, as are used in elevator construction. It has been found that cracks develop in slip form concrete walls, while none develop in concrete poured in stationary forms when the forms are left on for a period of a week or ten days while the concrete sets. Obviously, this is caused by the concrete drying out too fast in the slip form construction, while in stationary form construction the forms retain the moisture and keep the concrete from shrinking during the period of setting. A hot wind blowing on a fresh concrete wall, evaporates the water in a short time and it has been found that on a tank twenty feet in diameter the wall will shrink a matter of one-half inch in circumference, this one-half inch being the total of the width of all the cracks caused by shrinkage in setting.

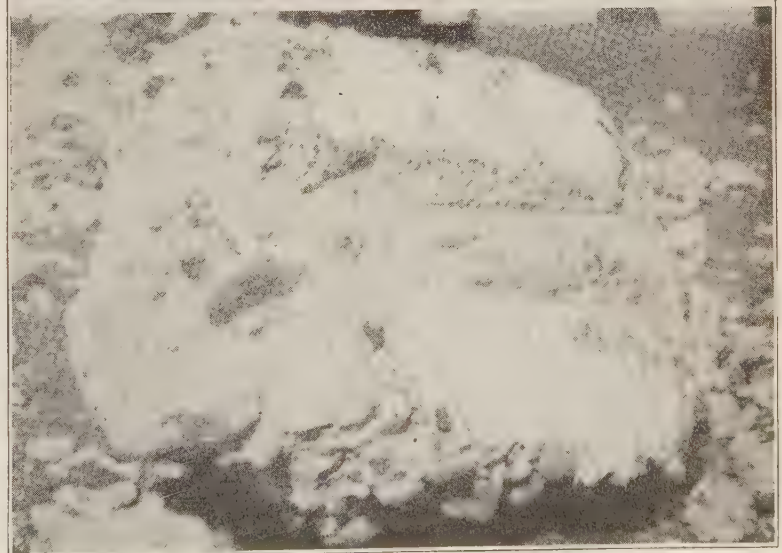
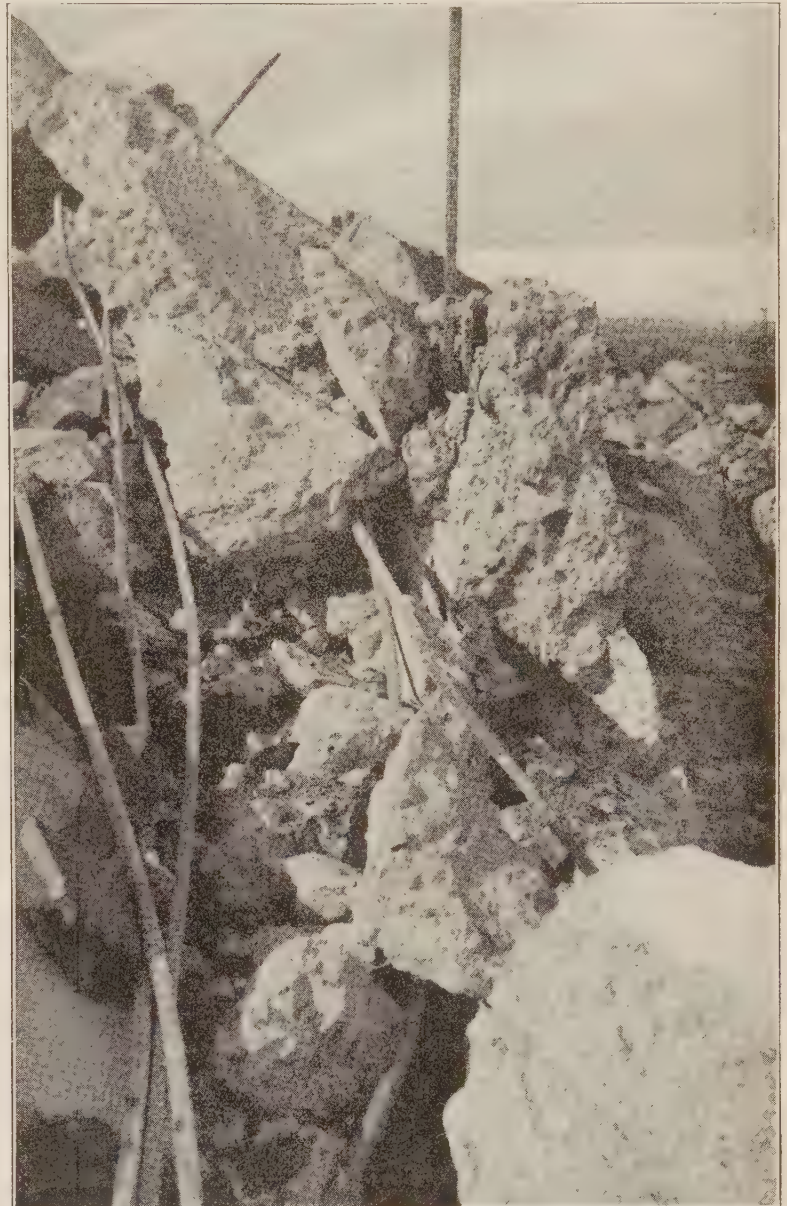
These shrinkage cracks run in all directions making the wall a series of concrete blocks separated by cracks and, therefore, not even cemented together. There is no bond between the steel reinforcing bars and the concrete due to the movement in the concrete during setting period caused by too rapid evaporation of the water. The bars are not held rigid by the concrete at the point of the laps as they should be and are of no more use in holding a load on the inside of a bin than are the hoops of a barrel after being cut in two.

It is possible to remedy this shrinkage of the concrete in setting even in hot dry climates by keeping the walls wet at all times by sprinkling for a week or ten days after pouring

of same and by pouring not over four feet of concrete or the depth of the forms in any twenty-four hour period.

Superintendents of construction, on this class of work, are, as a rule, excellent workers

and must know the results to be obtained, but it is foolhardy for an owner to rely on these men only, in place of engineers who are trained in elevator construction, if the best results are to be obtained. An owner is only pro-



Ruins of Two Concrete Tanks at Condon, Ore. Above: Crumbled Concrete Walls and Reinforcing Rods. Below: A Section of the Wall Showing that the Concrete Did Not Cling to Reinforcing Rods where they Overlapped. [See pages 569-570-576-578-579.]

tecting himself and his business by paying an efficient engineer a proper fee to inspect his work during construction, even when being built by the best of construction firms.

There was a complete failure of two concrete tanks at Condon, Oregon, Sept. 19, which burst the first time they were loaded, although built over three years ago. Upon investigation, it was found that the design was safe and conservative. It is further known that in this territory alkali is found in the sand and gravel, blow sand is found in abundance, and at the time of construction hot winds were continually blowing over this section. It is further known that the contractor, in his specifications, called for the owners to have an inspector on the job, but the owners ignored this feature. If a competent engineer had been hired to act as inspector during the period of construction, the owners would have saved their building at a cost of less than five per cent of the cost of the building and the failure would have, in all probability, been avoided.

It is a fact that the owner will accept the decision of his own inspector in regards to the use of certain materials, whereas he will at times refuse to listen to the judgment of the contractor, who, if a large concern, can be depended upon to do all in its power to avoid a failure of any kind.

An owner should never weigh the difference in cost between good and poor material. There is no comparison—the good material means a good building and the poor material a poor building and possibly a total collapse, with himself only to blame.

Storage Space Under Federal License.

On Oct. 1 a total of 274 grain elevators and warehouses had been licensed by the Dep't of Agriculture under the Federal Warehouse Act. The capacity of licensed warehouses at that time was 12,965,720 bus.

About half of these plants, or 132 warehouses having capacity of 6,485,720 bus., were licensed during the week ending Oct. 1.

A 30-Foot Ear of Corn.

A thirty-foot ear of corn, the dream of the corn farmer, will stand sentinel at the entrance of the International Grain and Hay Show in Chicago Nov 26 to Dec. 3. It will be built of a half a carload of high grade corn from the fields of Iowa and Illinois.

Other features of the show which will be the most extensive grain exposition yet held will include miniature farms, government exhibits showing results of research work covering years, and new types of grain created by wizards of the soil.

Representatives of agricultural colleges of eight states at a conference here decided that each state competing for the \$10,000 in prizes offered by the Chicago Board of Trade in the interest of better crops should have a representative at the show. The representatives will be named by the crop improvement associations of the various states.

It was announced at the conference that exhibits have been completed by Illinois, Idaho, Indiana, Louisiana, Michigan, Maryland, North Dakota and Wisconsin. A call was sent to other agricultural colleges to expedite their educational exhibits.

A special exhibit is being prepared by the United States Department of Agriculture emphasizing the growing of feeding stuffs and proper utilization for livestock. The number of exhibits will be 50 per cent larger than last year. Canada's entries at the show which is held in connection with the International Livestock Exposition will be doubled.

THE ASS'N Against the Prohibition Amendment, Washington, D. C., of which W. H. Stayton is managing vice pres., is working for a repeal of the Volstead Act, alleging it is a mutilation of the constitution of the United States by an organized fanatical minority.

THERE will be sufficient rye, wheat and feed grains in Poland to supply the domestic demands, except as to oats. These will be imported from Rumania and Hungary.

Feedstuffs

KALKASKA, MICH.—The feed plant of Nick Long was damaged by fire recently.

MINNEAPOLIS, MINN.—The International Sugar Feed Co. has moved its offices to the Corn Exchange.

HARRINGTON, DEL.—The feed and flour mill of the Jones Milling Co. was recently damaged \$30,000 by fire.

MINNEAPOLIS, MINN.—Feed from this market to be stored at Superior, Wis., will no longer be accepted by the Great Northern.

NEW YORK, N. Y.—The Atlantic Hay & Grain Co. incorporated recently for \$5,000 will conduct a feed business as well as engage in the grain business.

NASHVILLE, TENN.—The Cherokee Mill of this city has been given permission by the city to build an addition to its present plant that will cost \$12,000.

AUSTIN, MINN.—The Hare & Goss Feed & Seed Co. has been formed by J. W. Hare and H. L. Goss. The business will be conducted at 204 N. Chatham St.

MEMPHIS, TENN.—The Memphis Cotton Seed Products Co. has bought a site and will erect a plant for making cotton seed meal and other cotton seed feed products.

HANOVER, PA.—Fire caused several thousand dollars damage to the Hanover Flour & Feed Mill here on Oct. 6. The mill building burned but the warehouses were saved.

MINNEAPOLIS, MINN.—The oil cake forwarded from Minneapolis during September amounted to 8,315,506 lbs.; compared with 7,058,847 lbs. shipped out in September, 1920.

LOCKPORT, ILL.—The Basic Feed Co. incorporated to deal in feed and other grains; capital stock, \$52,500; incorporators, Walter Stone, Carl Mushlenpfordt and Murray Ladd.

BELLEVIEW, ILL.—The word "Rimco" has been registered by the Richland Milling Co. of this city as its trade mark No. 149,356 for use on hen feed, chick feed, laying mash and corn meal.

MEMPHIS, TENN.—The Edgar-Morgan Co. has registered the word "Happy" written within a third of a circle as its trade mark No. 148,877 for use on mixed feeds for poultry and livestock.

ST. LOUIS, MO.—The Denver Alfalfa Milling & Products Co. of Lamar, Colo., has opened an office in the Pierce Building with Ralph E. Nye in charge. Mr. Nye has applied for membership in the Merchants Exchange.

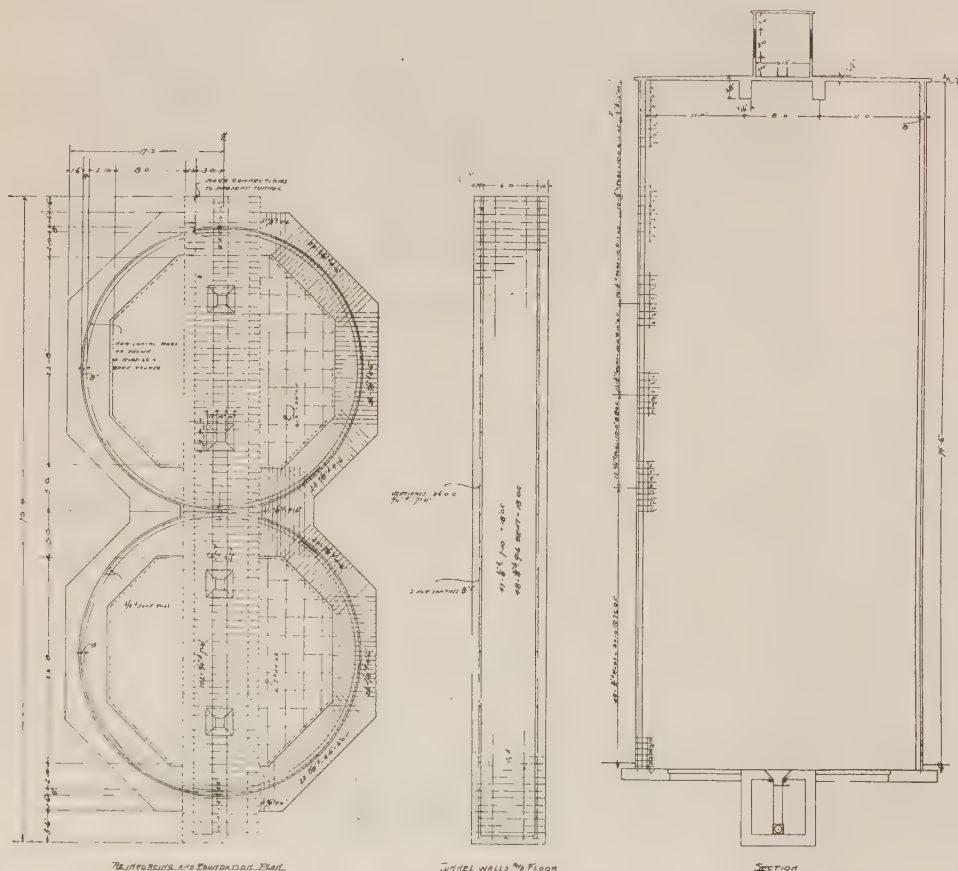
LITTLE ROCK, ARK.—Walter Brown is pres., J. F. Weinman, vice-pres., and C. C. Davis, sec'y-treas. of the Brown-Oglesby Cash Feed Co. Mr. Weinman has not assumed control of the business as previously reported.

DURANGO, COLO.—The Farmers Supply Co. has bot the seed business of C. H. Clark, and a mill for grinding poultry and stock feeds will be installed. F. W. Kroeger and John Waters are active in the new company.

BOSTON, MASS.—The Globe Flour & Products Co. has been incorporated with a capital stock of \$50,000. Flour and feed are to be milled. Officers of the new company are Norman Weisberg, pres., and Sam Ulman, treas.

PINE BLUFF, ARK.—C. I. Shell, Ernest Ross and Walter Ross have bought the local feed business of the Brown-Oglesby Co. Mr. Shell has been manager of this business for the former owner, and Ernest and Walter Ross were stockholders in the Brown-Oglesby Co.

KNOXVILLE, TENN.—The Security Mills & Feed Co. has registered the design of the word "Victor" and an eagle with its wings spread, as its trade mark No. 148,171 for use on poultry feeds. The design has been in constant use by the company since July, 1917.



Plan and Section of Two Concrete Tanks at Condon, Ore., which Collapsed.
[See pages 569-570-576-577-579.]

EAST PIGGOTT, ARK.—The Walker & Robinson Produce Co., of Piggott, have established a wholesale feed business here.

SCOTDALE, PA.—The City Feed Store has bought the plant and business of the Broadway Flour & Feed Mills.

INDIANAPOLIS, IND.—The hay and feed warehouse of the Probst & Kassebaum Co. was destroyed by fire Oct. 17 with loss of \$10,000.

OMAHA, NEB.—The office of the M. C. Peters Mill Co. has been removed from the Grain Exchange Building to the company's plant.

SHELBYVILLE, KY.—The Shelbyville County Feed & Grain Co. operated by Edinger & Co. of Louisville, Ky., suffered \$4,000 loss by fire recently.

FEED CONTROL OFFICIALS of the United States will hold a meeting in Washington, D. C. Oct. 27 and 28. It is expected that standards for mill feeds will be considered.

FORT SMITH, ARK.—We are opening a retail store here, with the intention to establish a chain of such stores.—Oglesby Feed Stores Co., by W. T. Oglesby.

SAN FRANCISCO, CAL.—Bran receipts at this market during September were 275 tons, compared with 154 tons received during September, 1920.—Henry C. Bunker, chief inspector, Chamber of Commerce.

MEMPHIS, TENN., Oct. 22.—The demand for feeds is light, but we see quite an improvement as we advance into the fall. A good business is expected from this time forward.—Royal Feed & Milling Co.

MEMPHIS, TENN.—L. C. Kavanaugh is now sales manager for the Royal Feed & Milling Co. Mr. Kavanaugh has had many years' experience in the manufacturing and marketing of mixed feeds, having acted as sales manager for Kansas City mills and others in this city.

WATERTOWN, WIS.—The Globe Milling Co. was fined \$25 in federal district court recently on a charge of technical violation of the Food and Drugs Act. An analysis of sacks of rye and middlings shipped by the company had shown 10% foreign matter instead of 7% as indicated on the tags.

ROCHESTER, N. Y.—The second floor of a malt house building which was being used by the Farmers Co-op. Exchange as a warehouse for feed and fertilizer collapsed recently. The merchandise dropped thru the first floor to the basement, damaging the building and stock considerably.

LITTLE ROCK, ARK.—W. T. Oglesby, formerly sec'y-treas. of the Brown-Oglesby Feed Co., had during his many years with the company gained the admiration of most all of his employees. When he retired recently his former employees expressed their appreciation of his kindness to them by presenting him with a gold watch.

AFFAIRS of the Chicago Malt & Grain Corporation are now nearly liquidated. With the exception of four plants, practically all the available assets have been turned into cash. Negotiations for the sale of these plants are under way. Trustees now have \$275,000 in cash, which is equivalent to about \$5 per share on the outstanding capital stock.

CHARLESTON, S. C.—The Carolina Crushed Shell Co. has registered the word "Shelmore" as its trademark No. 150,514 for use on crushed oyster shells to be used as food for chickens.

CHICAGO, ILL.—Chapin & Co., operating here and at Hammond, Ind., have registered the word "Ovo" written within an oval as its trademark No. 147,092 for use on prepared poultry feeds.

THE WASTE of grain screenings at Fort William, Ont., is to be stopped by R. C. Harvey, a ranchman of Lethbridge, Alta., who will establish a sheep feeding station near the elevators in railway freight sheds he has leased. Ten thousand sheep are to be fed there this winter. Screenings are to be furnished free to avoid dumping them into the lake or using them as fuel in the elevator power plants.

HARTFORD, IND.—The B. F. Benson Feed Mill was recently damaged \$2,000 by a double fire that is believed to have started from defective wiring. The first fire started at noon, was put out by a chemical fire extinguisher and caused but little damage. The apparent small amount of fire debris was cleaned up by one of the mill employees in the afternoon. After closing the mill in the evening, fire broke out again and this time caused most of the damage, burning considerable of a stock of poultry feed and grain. The feed and grain was covered by \$1,000 insurance.

New State Feed Laws.

Several of the states have recently made changes in their laws regulating the registration and sale of feedingstuffs.

Wisconsin has a new law that will become effective Jan. 1, 1922, under which license fees may be based on either of two systems. One system makes a flat charge per label on a graduated scale, based on capacity, and the other is figured at 5c per ton with a minimum fee of \$10 per year.

Pennsylvania now has a law levying a fee of \$25 per label per year, but as this became effective May 12 no fee is collected under the law for the remainder of 1921.

In Delaware a new law levies a registration fee of \$1 per label and a tonnage tax of 10c per ton, which must be paid on or before Jan. 5 of each year.

Maryland requires the registration of feedingstuffs, charging a license fee of \$25 per label per year.

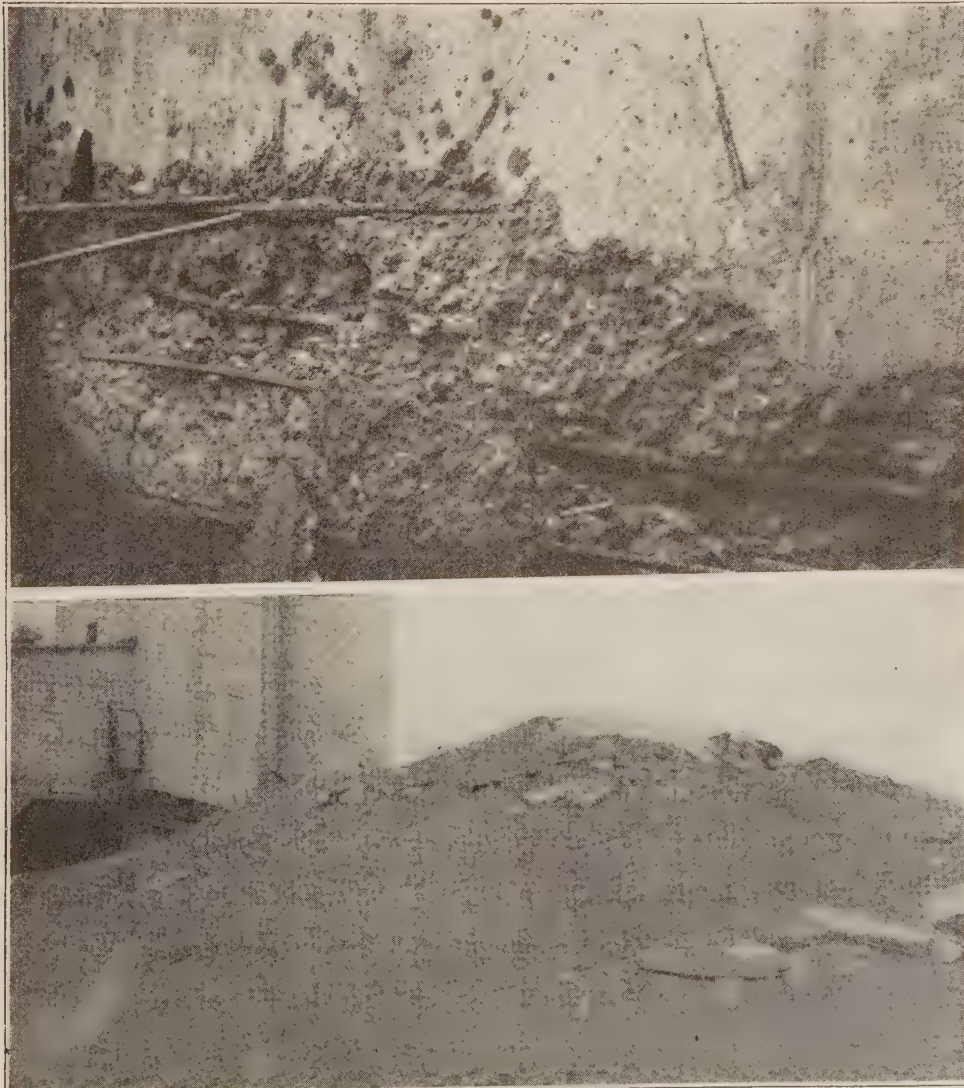
Roumanian Grain Exports.

The government of Roumania has decided to continue the regulation which requires shippers to deliver to the state 50% of their purchases of feeding grains in order to obtain a permit to export the remaining 50%. The grain so delivered to the government will be handed over to a syndicate of bankers which will sell it on a commission of 2½%. The government will defray all expenses. It is not yet known how much of it will be exported and how much reserved for home consumption. The syndicate is also permitted to buy grain at the fixed maximum prices and to sell it for the benefit of the state. Loading in the Danube and delivery abroad are to be under the direction of a firm of grain dealers.

Some of the biggest business firms do not intend to continue operating under the new rules.

In the meantime prices are falling, and it appears likely that prices must go down until they reach a point which will give the merchant sufficient margin to enable him to bear the loss incurred in handing over 50% of the grain at the prices which have been fixed; in other words the tax in the end must be paid by peasant growers.

Export business in wheat and flour is a state monopoly.



Two Concrete Tanks at Condon, Ore., which Collapsed. Above is View of a Section of Tank Wall 1½ hrs. Before it Fell. Below ShoSmall Pieces of Concrete Mixed with Wheat. [See pages 569-570-576-577-578.]

The European Corn Borer Menace.

By JOHN J. DAVIS, ENTOMOLOGIST, PURDUE UNIVERSITY.

The European corn borer, altho primarily a corn pest, is almost omnivorous in its feeding habits, and is said to be the most destructive corn pest in Europe. Just now this insect is receiving considerable attention from farmers, entomologists, and others interested in agriculture, because of its recent discovery in northern Ohio and eastern Michigan, at the very threshold of the Nation's corn belt.

That this corn borer will almost certainly eventually enter and become established in the corn belt brings the problem even nearer to the grain growers of America. While the menace is threatening, there is no occasion for undue alarm, but there is a necessity for everyone to be aware of the possible danger, to have a knowledge of the habits and characteristics of the insect, and to plan accordingly.

About 1908, following the failure of the broom corn crop in the United States and Canada, our broom corn factories imported from Austria, Hungary, and other European countries, large quantities of broom corn, a crop frequently heavily attacked by the borer. There is every evidence that the corn borer was at that time brought into this country with the broom corn and became established in at least four widely separated localities,—in eastern Massachusetts, eastern and western New York and at least one locality in Ontario, Canada. The infestation in Massachusetts was discovered just four years ago, those in New York a year or so later and the Canadian infestation only a year ago last August. In all of the outbreaks in the States the borer has spread gradually, but the Canadian infestation has increased in very alarming numbers and in area, and has spread into Ohio and eastern Michigan.

The insect doing the damage is a larva, resembling in size and general appearance a robust sod or webworm. It passes the winter as a nearly full grown larva, changing to the pupa stage in late spring, and the moths issuing during June and July to lay eggs for a generation of larvæ. The life history of the insect varies in different localities, thus, in Massachusetts there are normally two generations of larvæ each year, while in Canada there is apparently only one generation.

One of the first injuries that will be readily seen by the casual observer is the fallen tassel, which breaks over following the burrowing of the larva in the tassel stalk. The larva also burrows in any part of the stalk above ground, in the ear shank, the corn cob, and corn grains. A recent examination of the heavily infested sections of Canada showed the seriousness of the pest in Canada. Entire acreages of sweet corn were entirely ruined, flint corn in many cases a failure, both the ear and stalk ruined for feeding, and dent corn more or less damaged, depending on location and time of planting.

The heavy infested field shows an absence of tassels and the stalk becomes spongy and falls over, thus giving the appearance of having been trampled by cattle, as shown in the accompanying engraving. Individual stalks contained as many as 117 larvæ and it was estimated that these fields contained 250,000 larvæ per acre and as many as 69,000 in the stubble and refuse after the corn had been cut and harvested. It is interesting to note that in Canada where the borer has but one generation each year the injury is most severe to sweet corn while in Massachusetts where there are two generations a year the per cent of injury is greater in field corn. Whether or not the borer will have one or two generations if it reaches the corn belts of central Illinois and Indiana is a question which cannot now be answered. There is also some questions as to whether or not the past year represents what may occur every year or only in exceptional years.

Many crops are hosts of the corn borer, in favorite hosts are corn, buckwheat, millet, all

sorghums, sudan, and other thick stemmed grasses, celery, beans, beets, rhubarb, chrysanthemums, dahlia, gladiolas, asters, hops, and such weeds as smartweed, cocklebur, barnyard grass, and pigweed (*Amaranthus*).

Farmers and others should be on the lookout for this insect and suspicious characters sent to their State Experiment Station for identification. In this connection it should be stated that the corn ear worm which has been so abundant in sections of Indiana, Illinois, and elsewhere, is not the European corn borer. The ear worm is with us every year but has been unusually abundant the past season. It is a larger worm when full grown and does not burrow into the stalk and cob as does the corn borer.

There was recently held in Washington a corn borer hearing to determine what further steps should be taken in connection with quarantine operations. The quarantine will probably be continued as heretofore, except that the area under quarantine will be enlarged to include those areas actually known to be infested. With an insect so well established, with such a large list of hosts, with its ability to live under adverse conditions, and its power of flight, no reasonable quarantine will absolutely prevent gradual spread, but the quarantine as handled by the Federal Horticultural Board will do much to prevent the establishment of infestations in isolated localities distant from the present areas of infestation.

Several weeks ago entomologists and others from many states gathered at Sandusky, Ohio, to consider the European corn borer problem. A trip was also made into Ontario, Canada, to study the situation there. A com'te of entomologists, including Dr. E. P. Felt, State Entomologist, of New York; Arthur Gibson, Dominion of Canada Entomologist; E. C. Cotton, Entomologist of the Ohio State Department of Agriculture; W. P. Flint, Entomologist of the Illinois Agricultural Experiment Station; J. J. Davis, Entomologist of the Indiana (Purdue) Experiment Station; R. W. Harned, Entomologist of the Mississippi Experiment Station;

and L. H. Worthley, Chief Quarantine Officer, Corn Belt Investigations, U. S. Dept. of Agriculture, was appointed to study the problem and to submit a report on policy. This report which was unanimously adopted by the conference follows:

Policy in Quarantine.

National Policy.—We respectfully recommend to the U. S. Federal Horticultural Board the adoption of a modified regional quarantine in New England on account of the complex conditions due to the development of two generations in that area and the consequent infestation of numerous plants and would suggest establishing a quarantine line not farther west than the Connecticut river.

We respectfully suggest that quarantine restrictions in infested areas, where the Corn Borer normally produces but one generation annually, be limited to corn, all sorghums, Sudan grass and broom corn.

We also respectfully recommend to the Dominion of Canada Department of Agriculture the continuance of the present policy in regard to quarantine measures as a means of control.

We would recommend very careful scouting of areas adjacent to the western infested districts bordering on Lake Erie (both in the United States and Canada) in order to speedily determine the extent of the infestation, since this would assist in formulating quarantine restrictions and aid in determining the policy in relation to control measures.

It is suggested that scouting work in territory adjacent to the infested areas in New England and New York be continued to such an extent as to determine quarantine lines.

Control Methods.

Cut corn close to the ground and as early as practicable.

Ensilage entire crop whenever possible, and this should include all waste from canning factories.

Shred or cut cornstalks before feeding, since this kills many borers and promotes consumption of the fodder.

Uneaten cornstalks, including corn stover in field, lot or barn, or parts of stalks, should be completely plowed or burned by May 15. Such material should not be used for bedding or thrown into the manure.

Fall plowing, especially early fall plowing, thoroughly done, kills many borers. Heavy rolling prior to plowing is suggested.

Burn weeds and grass in or near infested corn.

Early planted corn is most likely to become infested, consequently somewhat later planting usually results in relatively less injury.



Lack of Tassels and Fallen Over Appearance of Borer-Infested Field, at St. Thomas, Ont. Left to Right: H. G. Crawford, in Charge of Borer Investigations in Canada, Director G. I. Christie, Professors A. T. Wiancko and J. J. Davis, of Purdue University.

How the Corn Borer Works.

The European corn borer passes the winter as a full-grown or nearly full grown larva or borer, within the tunnel made in its host plant, as shown at J, H, and I, in the engraving herewith, during the previous summer and fall. The presence of these overwintering borers may be detected readily by small holes on the surface of infested plants, with masses of the frass, or castings of the borers, extruding therefrom. This frass is generally white or light brown in color and closely resembles sawdust.

At this time the borer is about an inch long and one-eighth of an inch thick. The head is dark brown or black. The upper surface of the body varies from light brown or dark brown to pink. Each segment, or division, bears a row of small dark-brown spots, while several narrow dark-brown or pink lines extend lengthwise of the body. The underside of the body is flesh colored and devoid of markings.

As soon as warm weather begins, in April or May, the borers resume their feeding operations and become full grown about the middle of May.

After reaching full growth the borer cuts a small circular opening from its tunnel to the surface of the plant in order to provide an exit for the future moth. It then closes this exit hole with a thin partition of silk and retreats into its tunnel to a point near the last feeding place, where it spins a thin cocoon of silk. Inside this cocoon the borer changes into the pupa or resting stage, shown at E.

The pupa is cone-shaped, light brown or dark brown, and one-half to three-fourths inch in length. During this stage the insect can not feed nor move from place to place. After remaining in this condition for about two weeks, or until the first week of June, the skin of the pupa splits and the fully developed adult, or moth, at C, emerges therefrom.

The female moth has a robust body, with a wing expanse of a little more than an inch, and is pale yellow. The outer third of the forewing is crossed by two narrow lines darker than the rest of the wing, while the hindwings are lighter yellow. The male moth has a long slender body, is slightly smaller in wing expanse, and is reddish brown, being much darker than the female. The forewing is crossed by two narrow dark-brown lines, inclosing a pale yellow streak, and there are two small yellow spots near its center. The hindwings are grayish and crossed by a broad band of pale yellow.

In the moth stage the insect is not injurious and does not partake of any solid food.

Deposition of Eggs.—Soon after emergence the moths mate and begin to deposit eggs. They remain quiet during day, hiding in patches of grassland or underneath the leaves of plants. At night they fly from plant to plant, depositing their eggs in flat, irregular-shaped masses of from 5 to 50 eggs each, on the underside of the leaf, as shown at B. Each egg overlaps the adjoining eggs in the manner of shingles. The moths of this brood average about 350 eggs each, and one moth under observation deposited 727 eggs.

The egg is nearly flat and about one twenty-fifth of an inch in diameter. It is white when first deposited but later changes to yellowish, becoming darker just before the young larva, or borer, hatches therefrom. The eggs hatch in from 5 to 9 days, varying with the temperature.

The Newly Hatched Borer is about one-fifth of an inch long, with a black head and a white body covered with black or brown spots. It feeds for a few days upon the surface of the leaf near its place of hatching and upon the unopened buds of the tassel, but soon enters the plant as shown at G, and completes its development therein.

During its growth, the borer molts, or changes its skin, five or six times, gradually becoming darker and growing until it is of the same appearance and size as the overwin-

tering borer previously described. By the middle of July, or about 44 days after hatching from the egg, the borer is full grown and changes to the pupa, or resting stage, inside its tunnel in the food plant. About 9 days later, or during the last week of July, the moths of the next generation emerge from these pupae and deposit their eggs as described for the first brood of moths in June. Many of these eggs are deposited directly upon the newly developed ears of late corn. On an average, about 550 eggs are deposited by each female moth of this generation, and individual females sometimes deposit as many as 900 eggs each.

These eggs hatch in from 4 to 8 days, depending upon the temperature. The resulting borers attack the plant in a manner similar to that described for the first generation.

Great Injury to Ears.—At this time the injury to the ears of late corn is very great, due to the fact that many of the borers make their way directly into the ears after hatching from the egg. The borers continue to feed until cold weather stops their activities in November or early December. They remain as full-grown or nearly full-grown borers within their tunnels in the food plant throughout the winter and resume feeding in the spring.

It will be noted that there are two genera-

tions of the European corn borer each year and that the moths of the first generation deposit about 550 eggs each, while the moths of the second generation deposit about 350 eggs. As about half of the resulting moths are females, it is evident that the pest is able to multiply very rapidly.

The foregoing life history of the borer is taken from Bulletin 1046 of the U. S. Dept. of Agriculture, by D. J. Caffrey.

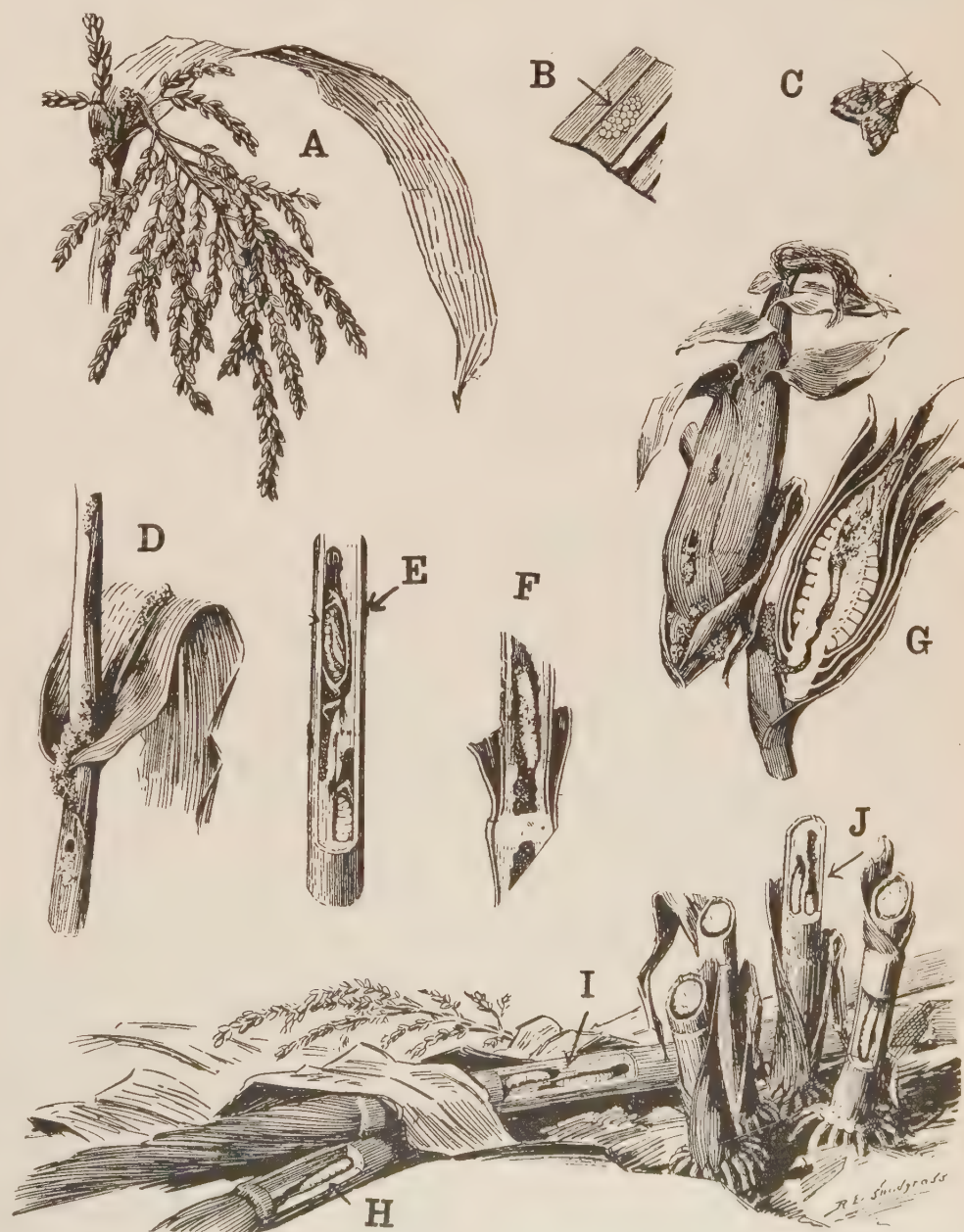
GERMAN crop estimates forecast a larger yield than that of last year for wheat and rye.

ARRANGEMENTS have been made in London to finance the wheat pool of New South Wales, Australia, for the coming season.

MAIL addressed to C. E. Smith & Co., formerly in business at Havana, Cuba, has been returned unclaimed.

A BILL favorably reported by the Ways and Means Com'te of the House would make the emergency tariff bill effective until Feb. 1. As it now stands it is effective only until Nov. 27.

THE Italian Minister of Agriculture has issued a statement estimating this year's production of wheat in that country as 188,000,000 tons.



A. Broken Tassels and Extrusions of Sawdust Like Material. B. Mass of Eggs on Under Side of Corn Leaf. C. the Moth. D. Hole in Stalk. E. the Pupa. F. Tunnel of Larva in Stalk. G. Entry of Borer thru Husk, Stem and Cob. H, I, J. Winter Quarters of Borer in Stubble. After U. S. Dept. of Agriculture.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Western Trunk Lines in Sup. 4 to I-P suspend Sup. 3 and restore rule 285-A of Sup. 1 on grain and grain products. Issued Oct. 5.

M. P. in 7033 gives the thru rates on grain and grain products from Kansas City to stations on the I. C. between Omaha and Chicago, effective Sept. 30.

C. B. & Q. in Sup. 28 to 3457-H (Q. O. & K. C. 112-I) names rules and regulations affecting freight traffic, including reconsigning, stopping in transit, diversion, etc., effective Oct. 20.

C. & E. I. in Sup. 8 and Sup. 9 to 6639-D (Sup. 9 canceling Sup. 8) gives rules governing milling and malting in transit privileges on grain and grain products at its stations, effective Nov. 15.

A. T. & S. F. in Sup. 17 to 5588-L increases rates in connection with Garden City Western Ry. Co. and Union Traction Co., cancelling "notice" on page 2 of tariff as amended in Sup. 8 and 12, effective Oct. 25.

A. T. & S. F. in Sup. 20 to 5588-K makes rates in 5588-L, or as amended, in connection with Garden City Western Ry. and Union Traction Co., applying on interstate traffic, to apply also on Kansas intrastate traffic, effective Oct. 25.

C. R. I. & P. in Sup. 4 to 31408-A names a rate on alfalfa meal from certain points in Colorado and Kansas to Memphis, Tenn., and gives general instructions for application of the tariff as to minimum weights, etc., effective Nov. 8, 1921.

C. & E. I. in Sup. 13 to 8625-B corrects reading of reference mark "circle 6" on page 6 of Sup. 12, effective Oct. 18. Tariff quotes joint rates on grain and grain products from stations on C. & E. I. to points in Ala., Ark., Fla., La., Miss., and Tenn.

C. B. & Q. in Sup. 10 to 1800-D names reductions in special east bound rates on alfalfa meal from certain stations in Colo., Wyo., and Neb., to St. Louis, Peoria, Chicago, and St. Paul and stations taking same rates for period from Oct. 1, 1921 to Apr. 30, 1922.

C. R. I. & P. in Sup. 14 to 28405-D names rates on hay, straw and corn husks from certain stations in Kansas and Okla. to stations named in groups 1 and 2 of tariff, effective June 30, 1921; on alfalfa hay from certain stations in Colo. and Kan., effective Nov. 8.

C. & E. I. in Sup. 31 to 8650 names joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes and cotton seed hull bran from stations on the C. & E. I. to points in N. Y., Ohio, Pa., W. Va., and Canada, effective Nov. 15.

A. T. & S. F. and associated lines in Sup. 16 to 5588-L names rates on grain, grain products, etc., between points in Kan., Colo., Mo., and Okla., also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective Nov. 15.

L. A. Lowrey, Agt., in Sup. 13 to 20-K names local and joint terminal charges, rules and regulations from or to points within the Chicago District on outbound and inbound freight traffic, also rules governing intermediate service on traffic passing thru the Chicago District, effective Nov. 20.

C. B. & Q. in Sup. 10 to 1218-G names rates on grain, grain products, etc., from stations in Kan., Neb., Wyo., and Colo. on its line, also from stations in Wyo., on the C. & S. to Cairo and Metropolis, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La.; also Port Arthur, Galveston, Houston, Texas City, and Beaumont, Tex., Southport, Westwego and Port Chalmette, La., Pensacola, Fla., Mobile, Ala., Gulfport, Miss., when for export. Effective Nov. 15. Issued in lieu of Sup. 9 rejected by I. C. C.

C. B. & Q. in Sup. 15 to 3200-E names local, joint and proportional rates on grain, grain products and seeds, c. l. and l. c. l., between Missouri River Points and Chicago, Peoria,

Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Duluth, Minn., La Crosse, Wis., and stations taking same rates, effective Nov. 15.

C. B. & Q. in Sup. 10 to 1362-L names rates and routing instructions on barley, elevator dust, grain screenings, oat clips, corn, flour mill refuse, oats and rye from La Crosse, Wis., Minneapolis, Minnesota Transfer, St. Paul and Winona, Minn. to Mobile, Ala., Moss Point, and Pascagoula, Miss., and New Orleans, La., as shown, effective Oct. 20.

C. B. & Q. in Sup. 1 and 2 to 5400-C names reduced rates during period from Oct. 10 and 15, 1921 to Apr. 30, 1922 on alfalfa meal, carloads, from certain stations in Colo., Neb., and Wyo., to Atchison and Leavenworth, Kan., Kansas City and St. Joseph, Mo., Nebraska City, Omaha and South Omaha, Neb., Council Bluffs and Sioux City, Ia. Sup. 1 effective Oct. 10; Sup. 2 Oct. 15 and Nov. 10.

W. J. Kelly, agt., in Sup. 1 to C. F. A. 245-A names local, joint and proportional rates on grain, grain products and by-products of grain from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., Ohio, Pa., W. Va., and Wis., to Albany, Baltimore, Boston, New York, Philadelphia, Rochester, Syracuse, Utica and other Eastern points in the U. S., also basis for rates to U. S. and Canadian ports for export, effective Nov. 30.

Illinois Central in Sup. 2 to 1537-E (Sup. 32 to 1537-D) names local, joint and proportional rates on grain, grain products, cotton seed products and seeds between stations in Ill., Ind., Wis., also Dubuque, Ia., and St. Louis, Mo., and Chicago, Milwaukee, Minneapolis, Paducah, Ky., Peoria, St. Louis, Ohio River Crossings, and other stations in Ill., Ind., Iowa, Ky., Mich., Minn., Mo., and Wis., effective Nov. 4.

C. R. I. & P. in Sup. 15 to 29329-D names local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Ia., Kan., Mo., and Neb., on its lines and on C. B. & Q. and M. P., and stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Nov. 17.

C. R. I. & P. in Sup. 16 to 28675-D names minimum weights and gives reissues of rates and other items named in previous supplements, on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds, between stations in Colo., Ill., Ia., Kan., Minn., Miss., Neb., Okla., S. D., Chicago, Peoria, Council Bluffs, Kansas City, St. Joseph, St. Louis, Minneapolis, St. Paul, Omaha, and stations taking same rates and stations in Colo., Kan., Neb., N. Mex., Okla., and Texhoma, Tex., effective Nov. 5.

C. & E. I. in Sup. 9 to 622-G makes certain changes in local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (broom corn, Hungarian and millet), and red top seed chaff from stations on C. & E. I. also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Mokena Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Ohio, Pa., and Wis., effective Nov. 15.

Carrier May Unload After 72 Hours.

In Supplement No. 1 to Santa Fe export tariff 5655-A-1, that line has inserted rules giving authority for unloading grain not claimed within 72 hours by the notify party under shipper's order bill of lading. The rules appear in the supplement as items 11 and 12, and they are as follows:

(11) G. C. & S. F. Ry. Co. will unload and store in public elevators, or other suitable places, all grain which is consigned to order or shipper when the party to be notified is not located at billed destination, provided the company is not furnished with disposition instructions within seventy-two hours after arrival, assessing against such grain all charges for storage, insurance and other expenses incurred thereon.

(12) On all bills of lading issued for shipments of grain consigned to Galveston, Tex., for export, agents will note in ink on face of the bill of lading the following: "When consignee or elevator to whom the grain is consigned is unable to receive the same, the grain may be unloaded at the risk and expense of owner into any suitable elevator."

The supplement is made effective Oct. 27. H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, says this rule might interfere with filling export contracts in case of embargoes against any certain elevator.

Want State Authority on Intrastate Rates.

In its recent convention at Atlanta, Ga., the National Ass'n of Railway and Utilities Commissioners adopted the report of a com'tee on legislation recommending presentation to Congress of an organized demand for speedy amendment of the Esch-Cummins Act, in such manner and in such language as to preserve beyond dispute the right of the states to regulate transportation charges within their own borders.

This is an outgrowth of the litigation that started when the Interstate Commerce Commission fixed intrastate passenger rates higher than the rates provided in certain state laws.

Why not repeal the Esch-Cummins Act, the Adamson law, the Clayton Act and a lot of other unnecessary burdens on industry?

Change Transit Privileges at Kansas City.

Changes in transit privileges accorded on grain at Kansas City have been announced in tariffs recently published by the lines affected.

The Missouri Pacific will eliminate transit privileges at Kansas City on grain originating on its main line west of Geneseo, Kansas, when destined for Galveston or Texas City for export, effective Nov. 5.

Effective November 8 the Rock Island will establish transit privileges at Kansas City on grain destined to Galveston or Texas City for export, when originating at its stations in Nebraska, Colorado and the following points in Kansas: Mahaska to Kanorado, Elwood to Bern, Whiting to Liberal, and all stations on the Salina Northern and Wichita Northwestern railways.

Routing of shipments originating on the C. B. & Q. has been given consideration by the Santa Fe. Effective Nov. 30 the Santa Fe will provide for routing via its line at Kansas City from practically all Kansas and Nebraska points on the Burlington when designed to stations in Texas to which the Santa Fe provides rates from its own stations.

Switching Charges in the Southwest.

The Southwestern Freight Bureau announced recently that it would consider, some time after Oct. 17, establishing rules defining competitive traffic and the absorption of switching charges to be incorporated in agency and individual tariffs.

The following proposed rules were sent out by the Bureau:

Rule 1: The term "competitive freight traffic" applies to freight traffic moving between two points, where the rate via the other or rate-making route is also applicable via other than the short or rate-making route.

Rule 2: A shipment originating at or destined to an industry not located on a line directly competing for the traffic will not be considered competitive traffic.

Rule 3: On freight traffic moving between two junction points located on the short or rate-making line, only that portion of the switching charge will be absorbed as may be necessary to equalize the rate via the longer or other than rate-making line.

Rule 4: No absorption will be made on shipments reconsigned at industries on tracks on connecting lines after the first delivery has been made.

Rule 5: When the freight charge per car, exclusive of the switching charge, is \$20.50 or less for a single line haul, or \$34.00 or less for a two or more line haul, no absorption will be made, and when the freight charge per car, exclusive of the switching charge is not sufficient in excess of \$20.50 for a single line haul and \$34.00 for a two or more line haul, to permit the absorption of the total absorbed as will enable the carriers to earn the minimum freight charge shown.

Rule 6: The foregoing rules are applicable in connection with absorption switching charges at destination end as well as origin end.

Grain Carriers

BALTIMORE elevators were reported full Oct. 20 with nearly 2,000,000 bus. on track.

On the Pacific Coast all tonnage available to the end of January is chartered, most of it for Japan and China.

TRANSIT PRIVILEGES on corn moving from points on the G. M. & N. to Mobile, Ala., have been put into effect at the request of several of the interested shippers.

CAR LOADINGS on practically all railways have shown a decrease recently, but in the case of most of the roads serving grain producing territory grain loadings have held up rather well.

THE MOTORSHIP which last year took the first cargo of wheat to be sent via the all water route from British Columbia to England has been chartered to take a cargo of wheat from Portland, Ore.

THE GOVERNMENT barge line on the Mississippi River carried 45,746 tons of freight to and from St. Louis in September. The largest single item was 729,000 bus. of wheat shipped out of St. Louis elevators.

A BILL was introduced in Congress by Rep. Jeffries of Indiana Oct. 14 to permit carriers to make effective immediately any reductions in perishables, foodstuffs and necessities without recognition of the regulation of orders of the Interstate Commerce Com'n or state railway com'ns requiring 30 days' notice.

A HEARING on intrastate rates on grain and grain products, and live stock will be held by the Iowa Board of Railroad Commissioners at Des Moines Nov. 8. Shippers will appear before the com'n to ask that intrastate rates be reduced to the level of interstate rates for similar distances.

INTEREST in motive equipment for American railroads, which have been practically out of the market for some time, was revived recently when the Rock Island ordered 14 locomotives, the Mississippi Central two and the La Crosse & Southeastern one. The Rock Island also ordered 200 composite coal cars for delivery in December.

STEAMERS are loading at various lake ports for winter storage at Buffalo and shippers are in the market for charters for future loading and storage. A medium size steamer was chartered Oct. 13 to load at a Lake Michigan port and hold at Buffalo at 3½¢ and the rate named on a large boat to load at Fort William early in November was 2¢.

HAGGARD, KAN.—The Farmers Co-op. Grain & Supply Co. has filed suit against the Atchison, Topeka & Santa Fe Railway Co. for loss alleged to have been sustained because the railway did not furnish cars in sufficient number to enable the plaintiff to care for wheat offered to it during the heavy movement last year. The amount of damage asked for is \$102,566.

RATES for ocean tonnage for the shipment of grain from Portland, Ore., and other Pacific Coast ports to Europe are lower than they have been since the beginning of the war. The falling off of European demand for grain is supposed to account for this, and exporters are requesting insertion of a clause in charters giving them the option to route the vessels to Japan and the Orient instead of to Europe.

DULUTH, MINN.—Suit for \$2,000 has been filed in district court by Frank M. Cook against the Great Northern Railroad and A. D. Thomson & Co. It is claimed that a carload of wheat shipped by Cook was lost in the railroad's yards, or that it has been unloaded into the Great Northern Elevator. Another suit for the value of six cars of corn, \$5,500, has been filed against the same defendants by Armour Grain Co.

DISCRIMINATION in rates is charged in a complaint filed by the Panhandle-Plains Chamber of Commerce with the Interstate Commerce Com'n. A hearing was recently held at Amarillo, Tex., by an examiner for the Com'n on the complaint which alleges that grain shippers on the Santa Fe and Fort Worth & Denver are favored with more advantageous rates than shippers on the Rock Island and Abilene & Southern. Stations involved are in the panhandle of Texas.

IDLE FREIGHT CARS on Oct. 8 were 345,920, which was a reduction of 29,450 from the total of Oct. 1. Of the number, 202,950 were in need of repairs and the remainder were ready for service if traffic conditions warranted their use. This reflects a better business condition, and there was also an increase in the current demand for freight cars which could not be filled immediately, the number on Oct. 8 having been 5,237, as compared with 3,327 on Oct. 1.

USE of the Hudsons Bay route would give grain from the Canadian prairies 3,000 miles of waterway which is now covered by rail in the movement to Europe. H. D. Parriseau, engineer of the Canadian geodetic survey has reported favorably on the project, advising the use of airplanes and wireless stations to discover icebergs and inform vessel masters of their location. Wireless stations would be required about every hundred miles, and planes would fly over the course every day to learn the location of floating ice.

EXTENSION of the territory to which shippers may send shipments via the barge line on the Mississippi River as part of the haul is to be asked of the Interstate Commerce Com'n by the federal manager of the Mississippi-Warrior Rivers Project. If the extension is granted, shippers at St. Louis and north thereof will be able to reach the additional territory via a partial water route and to obtain a water and rail rate for such service. The exact territory included in the proposed extension is not yet defined.

I. C. C. Suspends Reduced Rates from Minnesota Points to the East.

The proposed reduction in grain rates from Minneapolis and the surrounding territory to the east, and so bitterly opposed by the milling trade of the southwest, as well as by the various western and southwestern markets, has been suspended by the Interstate Commerce Commission until Feb. 7, 1922. The proposed reductions were covered in E. B. Boyd's tariff No. 162 which was to have gone into effect on Nov. 1.

The new tariff provides for reductions in the rates on the various grains moving from Minneapolis territory to the east, various amounts ranging from 2½ to 5 cents per hundred.

The fight against the reduction has been led by C. V. Topping, sec'y of the Southwestern Millers League, assisted by the traffic representatives of the Kansas City Board of Trade, the St. Louis Merchants Exchange, the Atchison Board of Trade, the St. Joseph Grain Exchange, the Omaha Grain Exchange and the Chicago Board of Trade. To formulate a protest to the Commission against the establishment of this rate all the above mentioned organizations had representatives in Chicago on Oct. 11.

C. V. Topping recently explained the effect of the new rate on the southwest as follows: "If the new rate were permitted to go into effect as requested, the differential between the Missouri River and Minneapolis would be widened from 5½ to 8 cents per hundred.

"It is easily apparent that the reduction in rates is discriminatory and would tend to disrupt the freight structure to the disadvantage of the southwest."

Permit System Adopted at Galveston.

The permit system was again made use of to restrict the movement of grain toward Galveston when on Oct. 14 the Kansas City Southern and International & Great Northern announced they would not receive shipments from any line destined to Galveston for export except when permit for shipment had been obtained. D. R. Swain, chairman of the Galveston car service com'te, is the agent in charge of issuing permits.

On Oct. 15 the Santa Fe and Missouri, Kansas & Texas placed a similar embargo, refusing to accept shipments except on permits.

Reports on Oct. 14 stated there were 4,700 cars on track or in transit to Galveston, and that an abnormal percentage of arrivals is out of condition, thus reducing the handling capacity of elevators.

On Oct. 18 the Southern Pacific lines in Louisiana and Texas placed an embargo on shipments of grain to Galveston in line with the previous action of the other roads.

No Demurrage During Switchmen's Strike.

The Transportation Department of the Chicago Board of Trade has obtained a favorable ruling from the Interstate Commerce Commission on the accrual of demurrage charges during the outlaw switchmen's strike of April and May, 1920.

The C. & N. W. Ry. Co. and the C., B. & Q. R. Co., which had assessed the demurrage and reassignment charges, agreed as to the facts stated by J. S. Brown, mgr. of the Transportation Department, and the Commission on Oct. 7 wrote him that:

"This matter has had the consideration of the Commission and on the understanding that orders for delivery were furnished by the consignees it is the informal view that the demurrage did not accrue on the shipments subsequent to the time delivery instructions were given."

Therefore, the carriers will cancel all bills for demurrage charges and reassignment charges assessed on grain for which disposition orders were filed within the free time, but which the carrier refused to accept, during the strike period in question. In the few cases that such charges were paid the carriers will make refund.

I. C. C. Orders Grain Rates Reduction.

The Interstate Commerce Com'n on Oct. 22 ordered the freight rates on grain, grain products and hay thruout the western half of the United States reduced by an average of approximately 16%.

The Com'n found that the present rates on wheat and hay will be for the future unjust and unreasonable to the extent that they include more than one-half of the increase made effective Aug. 26, 1920; that the present rates on coarse grains will be unjust and unreasonable to the extent that they may exceed rates 10% less than those prescribed as just and reasonable on wheat.

In the western rate group, the increase made in the summer of 1920 amounted to 35%, and in the mountain and Pacific group 25%. Under the commission's ruling the rates on wheat and hay in effect prior to these increases will be 17½% in the western and 12½% in the mountain and Pacific group. The reductions in the rates on coarse grain will be 10 per cent less than those on wheat.

Notice was given the carriers that the Com'n expects the reductions to be put into effect immediately and by Nov. 20 at the latest.

The order further directs that a new relationship be built up in the rates on grain products, including flour and other commodities, to agree with the lower level on the raw material.

Methods of Exterminating Weevil.

Unprecedented weevil infestation on this crop has led to so many inquiries for information how to kill the insects in stored grain that the two tested and practical methods are described in detail herewith.

As soon as sources of supply have been developed two newer insecticides, chloropicrin and paradichloro-benzene, should be used in place of the old reliable bisulfid of carbon, or hydrocyanic acid gas.

Two great advantages recommend paradichlorobenzene for the extermination of insects. The first is that, unlike bisulfid of carbon, it is not explosive or inflammable; and secondly, it is not fatal to man, as is hydrocyanic acid gas. Its sole disadvantage is that it is not effective below a temperature of 74 degrees Fahrenheit.

Chlorobenzene does not injure plant life, nor render fruit or grain inedible. On airing after treatment the odor disappears rapidly and completely. As so many of the chemical industries are shut down at present, pending a settlement of the tariff, quantities of chlorobenzene are difficult to locate and the market price uncertain; but should run from 15 cents to 25 cents per pound.

Additional data on the use of paradichlorobenzene is given in the Journal, Aug. 10, page 199.

Chloropicrin is 283 times as toxic to insects as the molecule of the more familiar bisulfid of carbon. It is not inflammable, works at a lower temperature and is so powerful that less of it is required. Additional data on chloropicrin is given on page 435 of the Journal for Sept. 25.

The prescribed precautions to avoid accidental death of persons exposed to these gases about the premises should always be taken.

HOW TO USE CARBON BISULFID.

Bisulfid of carbon is easy to use, but the policies of the mutual companies contain a clause "This policy shall be void if the assured does now, or hereafter keep, use or allow bisulfid of carbon in any of the buildings described in this policy."

Spraying liquids can not be used because most of them leave a poisonous deposit that is deleterious to health.

For carbon bisulfid treatment first clean the bin thoroly, sweeping the sides and remove all refuse. Make the bin as air-tight as possible. Then pour bisulfid of carbon on top of the wheat in the bin and as it evaporates the heavy vapor will sink thru the grain and kill the insects. The gas is poisonous and the operator should avoid breathing it. All fire and naked lights must be kept away as the gas is very explosive when mixed with air, so that after using, the elevator should be aired thoroly before entering. About 1½ lbs. per thousand cubic feet should be sufficient.

The bisulfid is much more effective in hot weather than in winter. The use of a greater quantity in cold weather does not help much. The liquid or the vapor does not injure the grain in any way for germination or for human food.

HOW TO USE HYDROCYANIC ACID GAS.

Hydrocyanic acid gas is one of the most deadly poisons known to medical men. A person inhaling one breath would not live long enough to take a second breath. All precautions must be taken to keep away from the rooms or buildings in which the gas is employed.

The gas is generated by placing cyanide of potassium (KCN) in sulfuric acid (H₂SO₄). The cyanogen (CN) which is poisonous combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest and all preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is ¼ gramme of cyanide per cubic foot of space to be fumigated. A room 10x10x10 ft. containing 1,000 cu. ft. will require 250 grammes. As there are 28.35 grammes to the ounce divide this by 28.35 to reduce to ounces giving 8 4/5 oz. For each ounce of cyanide allow 1½ times as many ounces of acid, liquid measure. Allow 1½ ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stoneware or china crocks, or wooden pails. The acid should be poured into the water not the reverse, each crock to contain sufficient water and acid to act upon three pounds of cyanide, the crocks having a capacity of two or three gallons each. The cyanide is tied up in three-pound paper packages, and one package suspended over each crock by a string from the ceiling into which a screw eye has been screwed. All the strings

from the screw eyes are gathered to one point near the door where the operator is to make his quick exit.

Starting on the top floor the operator lowers the cyanide into the crocks containing the acid and water, closes the door and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in the room after the cyanide has been dropped into the liquid because it is too hazardous. Doors should be barred to keep strangers out.

After 5 to 24 hours the door and windows should be opened for half an hour or longer to allow the gas to escape and in tight rooms and basement much longer, before entering. Entry should be postponed until after all the characteristic peach pit odor has disappeared.

If potassium cyanide is unobtainable sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength more must be provided.

The gas will kill all insects and vermin and all larvae.

Conference on Grain Ship Lining.

The question of lining with lumber the grain carrying steamers loading at Pacific ports for Europe has caused considerable controversy recently, and the whole matter is expected to be settled at a forthcoming conference in London between W. S. Woods of San Francisco, sec'y of the Board of Marine Underwriters, and the British Board of Trade.

Protests against the extent of preparations required by the underwriters before a vessel is allowed to load a cargo of wheat have been made frequently by steamship owners and operators and grain exporters, who complain that the lining requirements are excessive.

Requirements for the lining of grain-carrying ships, effective on the Pacific Coast, have been handed down from the days of the sailing vessels. Then, due to the fact that the craft were required to pass around the Horn and remain in tropical waters for many days, lining was required to prevent damage to the grain.

Since that time, leading shipping companies have proven that long voyages are now made in tropical waters without lining the holds and that grain has been delivered in perfect condition.

The shipping men contend that the conditions that once made necessary the lining of ships no longer exist, due to the construction of the Panama Canal. They state that it costs from \$1,600 to \$4,000 to line a ship for grain carrying and that this expense can be done away with if the underwriters will consent to a change in regulations.

Ohio Dealer Sentenced for Forgery.

Edward F. Stritmatter, who formerly operated the Stritmatter Grain & Milling Co. of Portsmouth, O., was sentenced on Oct. 20 to serve three years in the federal penitentiary at Fort Leavenworth, following indictment on the charge of forging bills of lading.

Mr. Stritmatter admitted part of the charge, but explained that he had no intention of defrauding the banks who are said to have lost some \$26,000 in the transactions. His friends further state that whatever wrong acts he committed were done in an effort to protect his creditors, and that all of his own resources as well as the proceeds from his wife's property were used for making payments on the indebtedness of the business. At the trial letters from bankers and business men commending Stritmatter were introduced.

THE PER CAPITA wheat flour consumption in the United States ranges 1.76 bbls. per year in New Mexico down to .89 bbls. in Mississippi.

FRENCH GRAIN interests commenting on the short crops in France this year say that Algeria, a French possession will supply much of the necessary grain.

THE 1921 RICE CROP in Louisiana will total approximately 14,641,000 bus.; compared with a crop of 25,000,000 bus. in 1920, according to L. L. James of the U. S. Dept. of Agriculture at New Orleans.

Miami Valley Dealers Meet.

The twenty-third annual meeting of the Miami Valley Grain Dealers Ass'n was held at Favorite Hotel, Piqua, O., Oct. 21. The attendance was not as large as it should have been, only a few more than half of the members being present, but it was a very interesting and instructive meeting.

Paying too much for grain of poor quality and not enough for good grain, giving more attention to inspection and care of scales, and the mixed corn differential were among the leading problems discussed.

John G. Myers, Pleasant Hill, was elected Pres.; H. O. Pool, Waynesfield, vice-pres.; C. J. Hemmert, Botkins, treas.; E. T. Custen border, Sidney, sec'y.

Those present included: Geo. Stephenson, Rosewood; O. W. Baker, Rosewood; E. L. Alton, St. Paris; G. C. McDonald, Conover; E. D. Fristoe, W. C. Boyer and W. E. Nicodemus, Piqua; G. N. and Edward Falknor, West Milton; J. G. Myers, Pleasant Hill; J. W. Wiley, Kirkwood; W. L. Alton, J. C., E. T. Custen border and W. H. Persinger, Sidney; J. M. Pence and C. W. Andrews, Maplewood; C. H. Ginn, Dawson; Roy E. Lacy, Anna; E. J. Wilk, Swanders; E. S. Sheets, Botkins; E. A. Grubbs, Greenville; and Rinehart Smith, Conover.

ACREAGE of rye seeded for the 1921 crop in Saskatchewan, Canada, indicates an increase of 600%, it is estimated by the Dominion Bureau of Statistics.

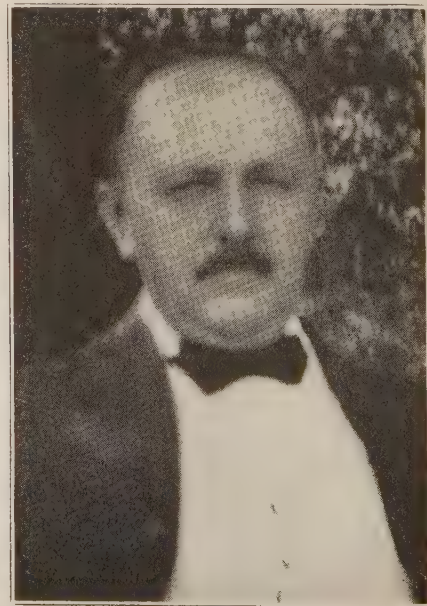
WISCONSIN's state grain and seed show is to be held this year at Green Bay from Jan. 24 to 28. Exhibits of grain and seed are expected from every county in the state.

P. H. Schiffin Dead.

After having been in poor health for some time, Philip H. Schiffin, one of the oldest and best known grain receivers at the Chicago market, died Sunday night, Oct. 23, at his residence in this city.

At the early age of 14 young Schiffin began work with Henry Hemmelgarn, a pioneer grain commission merchant, in 1876, and since that time always has been identified with the firm of Henry Hemmelgarn & Co., and its successor, P. H. Schiffin & Co., of which firm he was president at the time of his death.

His industry won him an admission to partnership in 1893 and in 1906 he succeeded the old firm. He has always devoted his entire time to the cash grain commission business, and had a wide acquaintance with country shippers. He is survived by two sons, Arthur and Philip, Jr., and one daughter, Mrs. F. W. Kaempfer. The business will be continued as before. A portrait of Mr. Schiffin is reproduced herewith.



P. H. Schiffin, Chicago, Ill., Deceased.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Fort Smith, Ark.—The Consolidated Flour Mills has taken over the Fort Smith Roller Mill and is repairing the elvtr., putting it into good running condition.—N. Sauer Milling Co.

CANADA

Granby, Que.—Cadiux & Lastier have registered as grain dealers here.

Melfort, Sask.—The Canada West Grain Co. is reported to be about to build 3 elvtrs. here.

Tofield, Alta.—F. W. Wright, is mgr. for the Gillespie Elvtr. Co., which recently opened its elvtr.

Bruderheim, Alta.—Otto Noak, for 12 years mgr. for the Gillespie Grain Co., has been transferred to the Edmonton office.

Munson, Alta.—The new elvtr. of the United Grain Growers is nearing completion. It replaces the house burned recently.

Shelbrook, Sask.—The elvtr. of the Saskatchewan Co-op. Co., containing 15,000 bus. of wheat burned Oct. 3. Fire started in engine room.

Edmonton, Alta.—Otto Noak, who for 12 years has been in charge of the elvtr. of the Gillespie Elvtr. Co. at Bruderheim, has been transferred to the office here.

Calgary, Alta.—You have been misinformed as to my not being here. We have, however, moved the up-town office to the elvtr., in East Calgary. I am still connected with the company.—C. S. Brown, supt. Canadian Government Interior Elvtr.

Fort William, Ont.—N. M. Paterson of the N. M. Paterson Grain Co., has bot the plant of the National Tube Co. The property has a waterfront of 400 ft. and it is that that an elvtr. will be built here, altho no definite announcement has been made.

Montreal, Que.—A meeting of the harbor commissioners, prominent grain men, representatives of railway and steamship lines with Hon. C. C. Ballantyne, minister of Marine and Fisheries, was held recently to discuss the building of another large terminal elvtr. here at once. Every year the harbor is congested and another elvtr. would greatly relieve this situation.

Fort William, Ont.—The Brooks Elvtr. Co. has secured a permit and will at once build a new cleaning elvtr. 32 ft. on the ground and 140 ft. high, to be used in conjunction with the Muirhead-Bole Elvtr., which they recently bot, and which is equipped and will be used as a drying plant. The house will be of frame construction, iron clad and on cement foundation. It will cost \$30,000.

Calgary, Alta.—W. A. Stevens, well known as a grain buyer in this vicinity, disappeared Oct. 7, near Chestermere Lake. His automobile and clothing was found near the lake and it is believed that he was drowned while in swimming. The body has not been recovered, however. He was in the habit of taking a swim now and then in the numerous lakes in the neighborhood and his many friends have given up all hope that he is alive.

CALIFORNIA

Oakland, Cal.—W. I. Orth & Co. are now located on Orin Drive.

LOS ANGELES LETTER.

Bridge & Bullock is a new firm at this market. Mr. Bridge has been in the grain business here for some time. Mr. Bullock is a Denver man.

Plans are being made for the erection of another bulk handling terminal grain elvtr. in California. It is to be operated by the Farm Bureau Federation, now operating the one at Oakland. Several prospective sites have been named.

Willis E. Sheldon, well known to the grain trade of Michigan and vicinity, has been elected sec'y of the Southern California Fuel & Feed Dealers Ass'n.

The Newmark Grain Co. is going out of business and Mr. Newmark is retiring. Our company is an entirely new one. We are not going to operate warehouses nor will we have any other outside interests. The old Newmark warehouses have all been leased or sold. Those warehouses belonged to the Imperial Grain & Warehouse Co., controlled by Newmark Grain Co. and both firms are now in liquidation. We have opened offices in the I. W. Hellman Building. When Mr. Newmark retired from active business we formed the present company and have, with his consent, retained the name of Newmark as a token of esteem on our part for the founder of the old company.—C. F. Krauss, pres. Newmark-Krauss Grain Corp.

COLORADO

Akron, Colo.—The Mullen interests of Denver have bot the elvtr. of G. C. Miller here.

Yuma, Colo.—L. M. Miller is still mgr. for the Yuma Farmers Milling-Mercantile Co-op. Co.—Fred S. Davis.

Pierce, Colo.—The Colorado Mill & Elvtr. Co. has installed 3 Hall Signaling Grain Distributors in its elvtr. here.

Ft. Collins, Colo.—Tolliver & Kinney have taken over the plant of the Moody Warren Commercial Co. and have thoroly overhauled it.

Hyde, Colo.—V. H. Ward is not with us anymore.—Fred S. Davis, Yuma Farmers Milling-Merc. Co-op. Co., Yuma. (Mr. Ward was formerly mgr. here.)

Ft. Collins, Colo.—The Farmers Elvtr. & Produce Co. has succeeded the Feeders Investment Co. and operates a small elvtr. here.—W. C. Cook, mgr. Longmont Farmers Mill & Elvtr. Co.

Ft. Collins, Colo.—The Stover Grain Co. is a track buyer in Weld county. We believe it expects to build some elvtrs. later. Mr. Stover is from Oklahoma.—W. C. Cook, mgr. Longmont Farmers Mill & Elvtr. Co.

Severance, Colo.—No elvtrs. or grain warehouses have been built here or will be. Mosher & Parker built a potato warehouse and rearranged their plant for grinding grain. They can store about one carload at a time.—Severance Elvtr.

Olney Springs, Colo.—The mill and elvtr. of McCullough & Sons burned Oct. 4 with a loss of \$22,000. The fire started in the elvtr. shaft of the new elvtr. The cable burned before the fire was reached and the whole shaft was ablaze. Most of the loss is covered by insurance.

Flagler, Colo.—W. A. Phipps is mgr. for the Flagler Equity Exchange, which operates a mill and elvtr. here. J. Roberts is now mgr. for Mosher & Roberts, successors to Fred Mosher, and I am mgr. for the Flagler Grain & Elvtr. Co. and am operating the new elvtr. of the company.—O. V. Hillenkamp.

Denver, Colo.—Max Hendrick, gen. mgr. for the Emmer Grain & Elvtr. Co., has bot suit against the company for \$3,871, which he alleges is due him in salary since May, 1921. He claims that he was appointed to the position, with an understood salary of \$500 a month and that he has not been paid since last May.

Denver, Colo.—The cash grain trading floor of the exchange is in full operation and from present indications will prove a popular asset to the exchange. The first trade on the new floor was made by the Phelps Grain Co. to the Denver Elvtr. Co. of one car of No. 3 corn at 54c. The largest trade of the day was made by the Scott-George Grain Co., which sold 10,000 bus. of No. 3 corn to E. M. Bosworth & Co., for 53¼c.

IDAHO

Preston, Ida.—The Colorado Milling & Elvtr. Co. is installing 2 Hall Signaling Distributors in its elvtr.

Priest River, Ida.—The Priest River Grain Co. has at last secured a site and has let contract for a 96x48 ft. grain warehouse, feed mill and elvtr.

ILLINOIS

Pana, Ill.—I am out of the grain business.—Jas. F. Umpheby.

Hillsdale, Ill.—C. A. Fisk is now mgr. for the Hillsdale Grain Co.

Kaser, Ill.—The Kaser Co-op. Co. has decided to close its elvtr. for the present.

Brimfield, Ill.—Leslie Hayes has succeeded L. G. Cady as mgr. for the Brimfield Elvtr. Co.

Covel, Ill.—W. C. Rogers is now mgr. for the Farmers Grain & Coal Co., succeeding A. L. Nichol.

Chatsworth, Ill.—James E. Kerrins is now leasing the elvtr. of I. C. Ry. Co., which he used to operate.

Nora, Ill.—Lester Poper was only mgr. for our elvtr. for a little while.—W. H. Nation, Nora Co-op. Co.

Ridgefield, Ill.—We are constructing a 3-tank cement stove silo type elvtr.—S. T. Oliver, supt. Ridgefield Sheep Feeding Yards.

Findlay, Ill.—The contract for the new cribbed addition of the Findlay Grain & Coal Co. has been let to the Decatur Construction Co., now on the job.

Millersville, Ill.—The elvtrs. of the Honefenger Grain Co. and Clark Bros. burned Oct. 20 with a loss of \$50,000. Sparks from a passing locomotive caused the blaze.

Chicago, Heights, Ill.—The Chicago Heights Milling Co. will build a small storage elvtr. on the side of its mill. It will be equipped with dump and leg to handle grain from wagons.

Chatsworth, Ill.—I have taken over the elvtr. of the I. C. R. R. Co., here, formerly operated by myself and also by M. Puffers. He is out of the grain business as far as I know.—Jas. H. Kerrins.

Tremont, Ill.—The Tremont Grain Co. will spend \$15,000 in improvements, the Farmers Mutual Grain Co. will install a new auto dump and we will spend \$500 in fixing up the house.—J. Velde, agt. Smith Hippen & Co.

Mortimer, Ill.—The Farmers Elvtr. Co., which is being organized here, has bot the elvtr. of the National Elvtr. Co. and as soon as the organization is completed will operate the house. Robert Varner is sec'y of the new company.

Jacksonville, Ill.—F. J. Blackburn has bot the interest of Walter J. Houston in the Blackburn-Houston Grain Co. and will operate as the F. J. Blackburn Co. The interests sold include those in the elvtrs. here and at Naples and Sinclair.

Walker, Ill.—I am successor to the F. M. Robertson Grain Co., Robertson-Conover Grain Co., Homer Andrews, R. B. Andrews & Co., Van Gundy & Andrews and the G. L. Hight Grain Co. I bot the plants Oct. 10.—Homer Andrews.

Walker, Ill.—Homer Andrews has bot our elvtrs. at this point and we will in future devote all of our time to the cash grain brokerage business of our Decatur office where we will be located.—F. M. Robertson, F. M. Robertson Grain Co., Decatur.

Chester, Ill.—We are not building an elvtr. but have for some time contemplated doing so. Just when we will build if at all we cannot say definitely.—H. C. Cole Milling Co. (It was reported that the company would let contract for a 375,000-bu. elvtr. on the 24th.)

Chrisman, Ill.—I have again entered the grain business, having formed a connection with the R. L. Waldruff Grain Co. The style of the new firm will be Jones & Waldruff. I am to manage the affairs of the firm. We will operate here and at Scott's Crossing.—Oscar Jones.

Perdueville (Paxton p. o.), Ill.—The elvtr. of the Carson Grain Co. which burned Sept. 24, had a capacity of 50,000 bus. and at the time of the fire held 30,000 bus. of oats and 8,000 bus. of corn. When the fire was discovered the driveway was ablaze and before help arrived the elvtr. was doomed. The building and contents were both fully insured.

Metcalfe, Ill.—We now have 3 elvtrs. here, 2 at Melwood (Metcalfe p. o.), and one each at Dillon, Garnes, Cherry Point and Gordon. They are all operated under the name of the Farmers Grain Co. of this city. Elmer McClain and myself are mgrs.—O. J. Linebarger.

Fletcher, Ill.—The Fletcher Grain Co. has let contract for a new concrete elvtr. Work on the house will be rushed by the Corn Belt Constr. Co. which has the contract. The pit has been completed and the work on the slab will be started in a few days. We expect to have it completed Dec. 15.—W. C. Beier, mgr. Farmers Co-op. Grain Co.

Green Valley, Ill.—We expect to build a small elvtr. on the C. & N. W. R. R., 4 miles south of here where we built a switch a year ago. We will probably build an 8,000 to 10,000-bu. frame house and equip it with gas engine, one leg and very little other machinery. We have scales already there. Will not let contract for some time yet—just now selling additional stock.—U. N. Hieronymus, mgr. Farmers Grain & Coal Co.

Macon, Ill.—The new elvtr. of the Macon Grain Co., which replaces the house burned Apr. 7, has been completed. It is 87 ft. high with a capacity of 40,000 bus. of small grain and 2,500 bus. of ear corn. The new engine house which houses the steam boilers by which the elvtr. is operated, is of brick with concrete roof, coal and cob bins. Fire doors separate it from the elvtr. The elvtr. is of studded construction covered with asbestos covering which makes it practically fireproof according to Mgr. J. S. Guthridge. This company has succeeded J. S. Guthridge & Co., whose elvtr. burned April 12.

CHICAGO NOTES.

Memberships are quoted at \$7,000 net to buyer.

Farroll Bros., who are taking care of the Simons Day & Co. interests, will close all branch offices of that firm.

Joseph W. Schmidt, grain broker and member of the Board of Trade, died of heart disease Oct. 23. He was 50 years of age.

Wm. M. Boynton, a retired member of the Board of Trade, was run down and killed by a heavy truck, Oct. 13. He was 86 years old.

J. G. R. Graham and Don C. Carr are now with E. W. Wagner & Co. and will manage a new grain brokerage office for the company as soon as the site is selected.

On Oct. 18, the directors of the Board of Trade appointed a com'te to investigate over-trading on the exchange, following the failure of Harvey L. Boyer, to clear in wheat, Oct. 10.

Jonathan R. LeValley, a member of the Board of Trade for 41 years, died Oct. 19. He is survived by his wife and 5 children. He was forced to retire from active business in 1919 on account of ill health.

The Nye-Schneider-Jenks Co. will make its headquarters in this city, where Frank L. Carey, pres., will be in charge. Mr. Carey has already taken over the membership of Frank Fowler. Mr. Barnes, chairman of the company, will stay in New York.

The many friends of W. H. Perrine will be pleased to know that he is making very satisfactory progress and the doctors insist that in due time he will be as well as ever. He is able to walk around the house and is increasing his activity daily, so is greatly encouraged.

Oscar C. White was suspended from membership in the Board of Trade, Oct. 18, for 5 years at the weekly meeting of the directors of the exchange. He has been a member for many years and was suspended under the insolvency act. He traded thru Lipsey & Co. and became indebted to that firm for \$57,000, which it is alleged he still owes. Subsequent claims against him checked his attempt to sell his membership. It is said that his indebtedness to Lipsey & Co. was the main cause of their suspension several years ago.

Minthorne M. Day, formerly with Simons, Day & Co., has entered the employ of Al. V. Booth & Co., to handle both cash grain and futures on joint account. Mr. Day was connected with Al. V. Booth some 20 years ago. He is now making a trip for the firm thru northern Illinois and Iowa and upon his return to Chicago in 2 or 3 weeks he will be actively engaged in the office handling his portion of the business. "Min" has had many years of experience in the grain business and he is well known to shippers in Chicago territory.

INDIANA

Lowell, Ind.—E. B. Nordwahl has succeeded Carl Gragg as mgr. for the Farmers Elvtr. Co.

Evansville, Ind.—Albert C. Hahn has resigned as sec'y of the Akin-Erskine Milling Co.

Maxwell, Ind.—McBane & Cranfill of Fortville, have bot the elvtr. of Bradenburg & Carlton here.

Markle, Ind.—I will in future be located at Ft. Wayne.—J. E. Pllice, who sold his elvtr. here some time ago.

Frankfort, Ind.—Plans are nearly completed for the organization of the Farmers Co-op. Elvtr. & Warehouse Co.

Hartford City, Ind.—I am mgr. for the Hartford City Grain & Milling Co., owning a mill and 2 elvtrs. here.—M. E. Tobey.

Indianapolis, Ind.—The J. C. Considine Co. incorporated for \$20,000 by John C. Considine, Winfield Stephens and Wm. P. Detroy.

Van Buren, Ind.—H. E. Garrison, former mgr. of the Farmers Elvtr. Co., is now located at Raub, Ind., where he bot the elvtr. of the Raub Grain Co. some time ago.

Jamestown, Ind.—The property of the Farmers Elvtr. Co. will be sold at receivers sale Dec. 1. The plant includes a 30,000-bu. elvtr. and 40-bbl. mill. Marion H. Roberts is receiver.

Carlisle, Ind.—The Farmers Union Elvtr. Co. filed a petition in bankruptcy scheduling its liabilities at \$33,801.53 and assets at \$13,940.83. The company has been in business here for a number of years.

Crawfordsville, Ind.—Ed Lee, of Ed Lee & Son, who sold his elvtrs. at Melott about 10 years ago and since that time has been in the grain jobbing business here, has retired and will move to California.

Centerton, Ind.—I have moved to Martinsville and have taken the management of the Centerton Grain Co. as J. O. Finch died one month ago. His widow has employed me to look after the business here.—H. C. Clark, former mgr. for the Tipton Elvtr. Co., sold in June.

Colfax, Ind.—The blaze that destroyed the 2 elvtrs. here Oct. 6, started about 9:30 p. m. in the cob bin in the north elvtr. of the Farmers Elvtr. Co., which was recently sold at receiver's sale to Frank Powers, Lafayette, Ind. It spread to his other elvtr. and feed sheds and caused a loss of at least \$75,000. A saw mill plant also burned. Only a few days ago, the Farmers Ass'n of the township had voted to lease the north elvtr. where the fire started and run it on the co-op plan. The company was to take possession Nov. 1. The Farmers Elvtr. Co. also suffered the total loss of its elvtr. in December, 1915.

Indianapolis, Ind.—The Union Trust Co. was appointed receiver for the Urmston Elvtr. Co., Oct. 11, on petition of the Indianapolis Light & Heat Co. There was no contest, the elvtr. company acknowledging that it was insolvent. The Union Trust Co., on Oct. 17, writes: "The assets coming to the possession of the receiver are limited to the grain in storage in the Big 4 elvtr., at Sherman Drive and the Big 4 R. R. this city, all of which is covered by warehouse receipts except possibly a small quantity of rye, office furniture of limited value, some coal, stock feed, and other loose and detached personal property at the elvtr., also accounts receivable, many of which are in dispute. From present indications the receiver cannot realize anything for general creditors."

Marion, Ind.—When the two elvtrs. of the defunct Marion Co-op. Exchange were sold at receiver's sale Sept. 27, the Summitville Grain Co. bid in the south elvtr. for \$3,800 and I was high bidder on the north elvtr. at \$4,400. After that the supplies and fixtures were sold to various persons. The stockholders, after thinking it over, thought the amounts too small and the elvtrs., etc., were offered in a lump and were bid in by the same stockholders at \$50 over the amounts of the separate bids. The entire amount will not satisfy the indebtedness. It was taken in by a bunch of game losers. They hate to give up even after a burning, and so still have a tile tombstone to their loss.—W. W. Pearson, Upland, Ind. [Engravings of both elvtrs. with a complete history of this ill-starred venture are given elsewhere in this number of the Journal. A dealer who attended the sale also writes in "Letters from Dealers" department, this number.]

Lochiel (Fowler p. o.), Ind.—Judgment for \$1,150.96 and attorneys fees of \$72.50 was given to the Farmers Elvtr. Co., in its suit to recover on a note from Chris and Elmer Stetler.

Schneider, Ind.—Kankakee Valley Grain Co., incorporated for \$20,000 by F. C. Brown, Ira G. Mansfield, Ernest K. Larson and others. The company wires Oct. 22: "We have bot the elvtrs. of the H. M. Freeman Grain Co. here and at Illinois, Ill. We are installing a 25-h.p. F-M "Y" Engine at the elvtr. here."

Vincennes, Ind.—The plant of the Atlas Mills, containing a large quantity of wheat, burned Oct. 11 with a loss of \$225,000. Stout Bros. were props. Sept. 1, the plant narrowly escaped its present fate when fire was discovered in the machine room and was put out with a loss of \$1,500 which was mostly due to water. The loss of the contents was covered by insurance, but the insurance on the building only amounted to about 9% of its value. O. T. Stout, one of the owners of the plant, says the plant will be rebuilt at once.

IOWA

Calamus, Ia.—The Farmers Elvtr. Co. recently suffered a small fire loss.

Renwick, Ia.—I am not in the grain business at present.—J. E. Sterner.

Albion, Ia.—I am mgr. for the Farmers Elvtr. Co. here now.—S. J. Burroughs.

Earlham, Ia.—C. P. Lathrop has succeeded J. H. Junkin as mgr. for the Farmers Elvtr. Co.

Goodell, Ia.—My name is E. G. Mellem not M. Mellon as given before.—Mgr. Farmers Elvtr. Co.

Panora, Ia.—We have installed a new scale at this station.—J. T. Develbiss, agt. Armour Grain Co.

Spencer, Ia.—Lowell Hoyt & Co. of Chicago, have opened an office here with H. L. Sharpe as buyer.

Ocheyedan, Ia.—H. Henderson, formerly mgr. for the Farmers Elvtr. Co. here has moved to Luverne, Minn.

Bondurant, Ia.—H. L. Bane and Chas. Elson, interested in the Live Stock Ass'n here, will build an elvtr.

Bristow, Ia.—W. R. Richards, who operated the elvtr. of Gilchrist & Co., under lease for some time, has moved away.

Pickering, Ia.—The elvtr. of Jacobson & Hill is being remodeled. The firm recently succeeded Jacobson & Erickson.

Dayton, Ia.—R. L. Friend, formerly mgr. for the Farmers Elvtr. Co. here, is now mgr. for the Farmers Elvtr. Co. at Tama.

Tama, Ia.—I am now mgr. for the Farmers Elvtr. Co. here.—R. L. Friend, formerly mgr. of the Farmers Elvtr. Co., at Dayton.

Forest City, Ia.—W. R. Fleming of Aigona, has bot the elvtr. of Andrew Clausen in this city. Mr. Clausen will retain his coal and feed business until he can sell them also.

Ticonic, Ia.—The trustees of the Sioux Grain Co. are expecting to announce the sale of the elvtr. here and the one at Kennebec in a few days. All other assets have been sold.

Moneta, Ia.—My elvtr. burned Oct. 19 and is a total loss. I shall be at Hartley for a time.—Chas. Pavik, mgr. and owner Pavik Grain Co.

Grundy Center, Ia.—I was formerly a member of Randall & Price at Conrad, now out of business. Am now mgr. for the Farmers Co-op. Elvtr. Co. I succeeded L. G. Clay.—S. F. Price.

Sioux City, Ia.—S. P. Mason has assumed his duties as mgr. of our company. He was formerly a vice-pres. and mgr. of the Nye-Schneider-Fowler Co. at Omaha.—T. A. Black, pres. Terminal Grain Corp.

Webster City, Ia.—We have had a hearing before the R. R. Commission in regard to a site for the elvtr., but as yet have had no decision and therefore do not know when we will build.—H. D. Blue, mgr., Farmers Grain Co.

Des Moines, Ia.—J. D. Kent has been elected to succeed M. McFarlin as pres. of the Board of Trade. The present officers are now Mr. Kent, pres.; R. W. Harper, vice pres., and L. W. Ainsworth, sec'y. Mr. McFarlin retired on account of the pressure of personal business. Mr. Kent is of the Des Moines Elvtr. & Grain Co.

Berkley, Ia.—On Oct. 1 Nels Pearson of Calendar, bot the elvtr. of the defunct Farmers Elvtr. Co. On Oct. 10 Mr. Pearson sold the elvtr. in turn to Carlson & Peterson, of Lehigh and the new firm is now in possession.

Burlington, Ia.—Contract has been let by the C. B. & Q. Ry. for the general overhauling of the Trans-Mississippi Elvtr. A new track will be built, new receiving pits and legs installed, and the entire plant equipped for operation electrically. The work will cost about \$100,000.

Britt, Ia.—Hugh Mullin, who has been out of the grain business for a couple of years, is back again, unable to resist the call of the trade. He is now representing the Cargill Grain Co. at this point, succeeding E. T. Lyons, who has been transferred to the office at Carroll.

Storm Lake, Ia.—We have no elvtr. except at this station. Oren Flaskegaard was our elvtr. mgr. here and has been transferred to Langdon as mgr. for the lumber yard. H. R. Prichard, one of our partners now gives elvtr. interests his personal attention.—E. W. Oates & Co.

Conrad, Ia.—It would appear that a number of commission firms are not aware that Randall & Price of Conrad, Ia., have gone out of business, having sold out there to Conrad Farmers Grain Co., over a year ago, as considerable postage, and stationery is being wasted in sending quotations and other information to Randall & Price at Conrad, Ia.—S. F. Price, now mgr. Farmers Co-op. Elvtr. Co., Grundy Center.

KANSAS

Penalosa, Kan.—I am now mgr. for the Producers Grain Co. here.—T. R. Douglas.

Kinsley, Kan.—The Hillyer Grain Co., of Dodge City, has bot the elvtr. of the Kinsley Milling Co.

Salina, Kan.—Geo. Freeman, expelled from membership in the Board of Trade in January, has been reinstated.

Meade, Kan.—D. W. Klusener, of Dorrance, Kan., is the owner of the Artesian Valley Mill here.—John L. Bridges.

Elkhart, Kan.—The Elkhart Mill & Grain Co. incorporated for \$40,000 by A. J. Gerber, John Sloan and J. E. Heintz.

Mulvane, Kan.—J. R. Haley, of Fairview, Okla., has succeeded W. R. Hurt as mgr. for the Mulvane Co-op. Union.

Dodge City, Kan.—Mail addressed to G. E. Lindley, who dealt in carlots of grain and hay here, is returned unclaimed.

Kensington, Kan.—The recently incorporated Kensington Farmers Union Ass'n does not handle grain.—Farmers Grain & Lbr. Co.

Haven, Kan.—Ira Fisher, mgr. for the Farmers Elvtr. Co. and well known to the trade in this vicinity is dead. He was 58 years old.

Wichita, Kan.—W. A. Talbot, who has been mgr. for the Federal Grain Co. here, has been transferred to the home office in Kansas City, Mo.

Abilene, Kan.—The safe in the office of the Farmers Co-op. Elvtr. Co., was blown open by burglars Oct. 6, but no loot was secured. The office was badly wrecked.

Bonner Springs, Kan.—The plant of the Tiltlow Mills, operated by the Ismert-Hincke Milling Co., will be repaired and a 500-h.p. engine installed to operate an electric generator.

Satanta, Kan.—The elvtr. of the Farmers Elvtr. Co. is now complete. The capacity has been doubled and many improvements made.

Kensington, Kan.—I have been out of the grain business since last July when I went into the automobile game. Douglas Dimmond is now mgr. of the Home Grain Co.—Henry Dinkhoff, former mgr.

Fairview, Kan.—The Farmers Elvtr. Co. has succeeded the Farmers Union Merc. & Elvtr. Co., and I have succeeded Ben Marker as mgr. I was formerly with the Adrian Elvtr. S. & S. Co., Adrian, Mo.—J. F. Walton, mgr.

Collyer, Kan.—The elvtr. of the Wheatland Mill & Elvtr. Co., collapsed recently and spilled about 19,000 bus. of grain on the right of way. Cars were obtained and the grain on the tracks was cleared up. The company is now wrecking the house and will rebuild it, using wood or concrete. The elvtr. was built on a foundation just level with the ground and the studs were about 4 ft. long, extending from foundation to plate at the bin bottoms. This is what gave way and caused the collapse. The iron is pretty badly twisted and bent and the lumber broken, but the studs can be used again. Just before the fall of the building, the manager and his helper were down in the pit stopping up some leaks, but as fast as they mended one place another broke open. Hearing the building creak, both men got out of the pit and had just reached the driveway door when the west side of the house fell.

KENTUCKY

Barlow, Ky.—The elvtr. of Yancy Bros. burned Oct. 18 with a loss of \$15,000.

Shelbyville, Ky.—The plant of the Shelby County Feed & Grain Co., operated by Edinger & Co., of Louisville, burned Oct. 4 with a loss of \$5,000.

Owensboro, Ky.—The Bransford Mills, Inc., made an assignment Oct. 1 in favor of the Central Trust Co. The plant includes a mill and a 60,000-bu. elvtr.

LOUISIANA

New Orleans, La.—The Board of Trade building has been repainted and remodeled and looks like new. Members are making a number of changes as to offices.

New Orleans, La.—Grain men are jubilant at the decision of Attorney General Luther A. Hall, in reference to the leasing of the I. C. Dock Elvtr. to private exporters. The Governor has concurred in the ruling that to do so would be a violation of the Elkins Act. Some time ago an out of town firm was reported to be making efforts to lease the elvtr. and grain men and exporters here at once objected and threatened to take drastic legal action if the port commissioners allowed the lease to go thru. The Illinois Central was given permission to erect the Stuyvesant Elvtr. in 1896 for the general use of the public and to facilitate the harbor shipping.

MARYLAND

Baltimore, Md.—John H. Gildea, 3d, has applied for membership in the Chamber of Commerce.

Baltimore, Md.—John de Wit, Edward S. Neilson, and Claude E. Clifton are new members of the Chamber of Commerce. Transferred memberships were Stephen L. Stackpole and John Sonderman.

MICHIGAN

Holland, Mich.—The Holland Grain Co. incorporated for \$5,000.

Somerset Center, Mich.—The elvtr. of the Farmers Co-op. Society will soon be completed.

West Branch, Mich.—The Farmers Co-op. Elvtr. Ass'n has been reorganized and will operate as the West Branch Elvtr. Ass'n. Capital stock is \$15,000.

Grand Forks, Mich.—The Valley City Milling Co., is preparing plans for a 5,000-bbl. mill and 500,000-bu. elvtr. The plant is to be started next spring and will be of concrete and steel construction. The elvtr. will consist of the head house and 12 concrete tanks. The A. E. Baxter Engineering Co. will superintend the construction. Electric power will be used at the beginning altho plans provide for a power unit equipped with Diesel Oil Engines.

Hastings, Mich.—The new concrete elvtr. of the Hastings Co-op. Elvtr. Co. was opened Oct. 5.

Palms, Mich.—The elvtr. of the Palms Grain Co., owned by Hubbard & Ryan, which was reported in our last number as sold to the Minden-Palms Farm Buro, burned at 4:25 p. m., Oct. 15, and for a time the whole town was threatened with destruction. A spark from a passing train caused the damage. The elvtr. contained about 8,000 bus. of grain and \$1,000 worth of flour. The elvtr. and contents are a total loss amounting to \$35,000, partially covered by insurance. On the 20th the Palms Grain Co. writes: "We do not plan on rebuilding."

Fowlerville, Mich.—Because the elvtr. of F. W. Burkhart & Son had a shingle roof, it was threatened with destruction by fire when an adjoining barn burned Oct. 5. At one time there were seven different blazes on the roof but hard work put them all out and saved the building. Some rye was damaged. The scale house of the Farmers Co-op Ass'n and its contents burned but the elvtr. was saved. Mr. Burkhart writes on the 18th: "Our elvtr. was scarcely damaged at all. Not over \$25." While The Farmers Co-op. Ass'n thru its mgr., E. B. Mitchell, says: "Salt house and scale shed destroyed by fire. We are installing a new 10-ton auto truck scale now."

MINNESOTA

Kilkenny, Minn.—R. G. Murphy has succeeded John Murphy & Co.

Marshall, Minn.—The Marshall Milling Co. has increased its capital stock to \$1,110,000.

Freeman, Minn.—We have closed our elvtr. at this station.—Cargill Elvtr. Co., Minneapolis, Minn.

Northfield, Minn.—The Farmers Co-op. Elvtr. Co. will build a 40-ft. feed warehouse adjacent to its elvtr.

Lakefield, Minn.—Anthony Quevli, pres. of the Farmers Union, has taken over the operation of the company.

Zumbrota, Minn.—I am now mgr. for the Farmers Elvtr. Co. here.—H. G. Pederson, mgr. for the Farmers Elvtr. Co. at Maynard for last 3 years.

Erskine, Minn.—The elvtr. of the Eli Salyards Co. containing 8,000 bus. of mixed grain, burned recently with a loss of \$18,000. It has been recently operated by J. Gull.

Rushford, Minn.—The recently organized Farmers Co-op. Elvtr. Co. has been incorporated for \$50,000 by Geo. Heublien, Ed Mohan and Herman Hundorf. The company has bot the elvtr. of the old Farmers Elvtr. Co.

Duluth, Minn.—R. W. Gray has been appointed to succeed A. C. Smith as deputy chief grain inspector at this market, Mr. Smith having been sent to Minneapolis where he is now chief deputy. Mr. Gray is popular with the trade. He was at one time chief deputy at St. Paul.

Duluth, Minn.—The state weighing board has reduced the fees for unloading and inspecting grain to \$1 for wheat and all other grains except corn and flax. The fee for inspecting and loading cargo wheat and other grains into vessels is now \$1 per 1,000 bus. For corn and flax it is \$1.25.

Travers (St. Peter p. o.), Minn.—The elvtr. of the Farmers Co-op. Elvtr. Co. here is reported closed. L. O. Bjorlie, mgr., alleges that the closing of the elvtr. is due to the fact that the elvtr. license has lapsed and according to him the elvtr. will be opened again as soon as the license is renewed.

MINNEAPOLIS LETTER.

The following memberships in the Chamber of Commerce have been transferred: J. H. O'Connell to O. H. Ulring; O. H. Ulring to John A. Lamb, and H. J. Gunderson to Chas. H. Hamp.

The Equity Co-op. Exchange of St. Paul, has leased 500,000-bu. storage space for the storing of grain for its pool in the Electric Steel Elvtr., according to the announcement of the Exchange.

John Maskell, a well known solicitor, was instantly killed recently, when his automobile went into a ditch near Medicine Lake and pinned him beneath it. His many friends in the grain trade were shocked and saddened by the accident.

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The Union Elvtr. operated by the Union Terminal Elvtr. Co., containing 500,000 bus. of grain was damaged by fire to the extent of \$10,000, Oct. 13. The fire is said to have started on conveyor belts carrying grain into the elvtr.

Emory Mapes, pres. of the Cream of Wheat Co., died Oct. 9 of heart disease. He was 69 years old and was well and favorably known by the grain trade of the Northwest. He was pres. of the North Dakota Milling Co. at Grand Forks until 1897 when he identified himself with the Cream of Wheat Co. He is survived by a wife and 3 children.

W. D. Gregory of the Gregory-Jennison Co., and B. B. Sheffield of the Sheffield Elvtr. Co., have bot the Exchange Elvtr. of the H. Poehler Co., which closed its office a few days ago, and is now working on a reorganization plan. The house has a capacity of 675,000 bus. and will be operated, it is reported, under the joint management of the two companies.

Mrs. R. H. Passmore, for a number of years interested in the grain trade here, died Oct. 8, after a lingering illness. Mrs. Passmore was at one time mgr. for the P. B. Mann Grain Co., which was organized by her father, and was later pres. of the Anchor Grain Co., which she organized. She applied for membership in the Chamber of Commerce but was refused on account of her sex. At the time of her death she was a charity worker. She is survived by two daughters, Frances and Charlotte Passmore.

MISSOURI

Ozark, Mo.—Ozark Farm Club Elvtr. Co. incorporated for \$6,000 by J. R. Breazeal and others.

Adrian, Mo.—J. F. Walker, formerly mgr. for the Adrian Elvtr. S. & S. Co., is now mgr. for the Farmers Elvtr. Co., at Fairview, Kan.

Doniphan, Mo.—No elvtrs. here. Two small mills handle grain. No elvtr. will be built for some time.—P. J. Burford, Feed and Feed Mill.

Seligman, Mo.—We will only handle flour, feed and produce and therefore will not need an elvtr.—Farmers Exchange (recently incorporated).

Prairie Lick (Boonville p. o.), Mo.—Wm. Robein & Son recently entered the grain business at this point.—Boonville Mill Co., Boonville.

Gilliam, Mo.—H. C. Crosby, mgr. of the Farmers Elvtr. Co., has resigned and is now mgr. for the Purina Stock Food Co. at Springfield, Mo.

Adrian, Mo.—We are enclosing our motor with metal lath and cement plastering.—R. J. Rosier, successor of J. F. Walker as mgr. for the Adrian Elvtr. S. & S. Co.

Union Star, Mo.—We have not sold father's elvtr., yet. It is being operated under lease by John Roberts.—Della M. Hoerman. (The elvtr. formerly belonged to F. H. Hoerman, who died recently.)

Charleston, Mo.—The Charleston Mfg. Co. has gone into voluntary bankruptcy with liabilities at \$285,279.45 and assets of \$80,087.30, of which \$40,000 is real estate. The company sold its line of elvtrs. in December, 1920. A meeting of the creditors will be held Nov. 1.

Charleston, Mo.—The Whitehead-Davis Grain Co. has been organized here by I. L. Whitehead, Wm. A. Wyatt and R. C. Davis. The company will occupy the offices of the Crenshaw Grain Co. and O. A. Crenshaw will be connected with the new firm. Mr. Davis will be mgr.

ST. LOUIS LETTER.

R. P. Atwood of R. P. Atwood & Co., is again on the floor of the exchange after an absence due to broken ribs and various bruises received when his automobile skidded on a wet road and was struck by another car. Mr. Atwood's car turned over several times and was practically destroyed. His friends are congratulating him that he was not more severely injured.

The floor com'te of the Merchants Exchange has called a halt on "smokes" on the floor of the exchange and will rigidly enforce the ruling against it. The following notice has been posted: "Smoking in the exchange room between the hours of 9:15 a. m. and 1:15 p. m. is prohibited. Any member violating this rule shall be subject to discipline as provided in section 9 of Rule 4."

The Schulte-Meier Grain Co. has succeeded Fred A. Meier & Co., Fred A. Meier and Art J. Schulte remaining partners and continuing in the same office building.

KANSAS CITY LETTER.

The Thresher Fuller Grain Co. has changed its name to the P. J. Thresher Grain Co.

We are not contemplating the rebuilding of our plant burned Aug. 17.—Kelley Mill Co.

Sec'y E. J. Smiley of the Kansas Grain Dealers Ass'n, wants this market to put a limit of 48 hours on the period in which reinspections may be asked.

We took the office of Langenberg Bros., but did not take over any of their business. Since then we have moved again, this time to the Massachusetts Building. We sold out elvtr. and mfg. plant to the Miller McConnell Grain Co. about a year ago and are strictly in the brokerage and general grain business.—Schilling Grain Co.

Suit has been filed against former state grain and warehouse commissioner, James T. Bradshaw and his bondsmen, by Attorney General Barrett, to recover \$13,157.31 alleged to have been used by Commissioner Bradshaw during his term of office without authority. He alleges that the money was used from the private inspection fund and not from the state treasury. The state demands that the bond of \$20,000 under which he held office be paid to it to make good the shortage.

Adelbert S. Haines, who built the first grain storage building in this city in 1868, died Oct. 13. A few years later he and a few other dealers organized the Board of Trade of which he was a charter member and first sec'y. He was also one of the com'te selected to secure a location and approve the plans for the present Board of Trade Building. He was for many years active in the grain business, retiring about 20 years ago. He was 78 years old and is survived by his wife, one daughter, and two sons.

The Hogan Brothers Grain & Hay Co., of Kansas City, has delayed returns to the Norway Elevator Co., of Norway, on shipments made last May, and refused, or neglected to answer communications addressed to them by the Norway Elvtr. Co. or this office. We have finally located the destination of the shipments, and hope to be able to secure weight certificates on which the Norway Elvtr. Co. may demand settlement. These are not the only people we have in mind and in future bulletins we will call to the attention of members of our Ass'n. firms or individuals, guilty, of what we term, uncommercial conduct.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

T. J. Hedrick, state warehouse commissioner, has posted the following slight changes in charges for inspection here: On all carlots of grain re-inspected no charge will be made where one sample shows weevil and another fails to show weevil, except in instances where the grain has been graded before re-inspection. The state department is to be notified whenever wheat has been graded for weevil subsequent to the first and prior to the second. Charges will be made for both original and re-inspection where the test weight varies .3 of one per cent or less, regardless of change in grade. Charges will be made for both original or re-inspection where moisture is .5 of one per cent or less regardless of change in grade. On all calls of re-inspection the original inspections must hereafter be surrendered at the time of the call.

MONTANA

Wibaux, Mont.—The Farmers Elvtr. Co. has opened its elvtr. with Jos D. Jentges as mgr.

Moulton, Mont.—The elvtr. of the Montana Elvtr. Co. was seriously damaged by fire recently.

Dixon, Mont.—Our elvtr. has not been open at this station this year as the crop was too poor.—Cargill Elvtr. Co.

Wibaux, Mont.—The elvtr. of the Grain Growers Ass'n closed for the last two years, is now open with David Baird as mgr.—Farmers Elvtr. Co.

Sidney, Mont.—The mill and 2 elvtrs. owned and operated by the Russell Miller Milling Co., here, burned Oct. 7 with a loss of \$130,000. The mill had a capacity of 300-bbl. One of the elvtrs. was operated as the Occident Elvtr. Co. The elvtr. of the Farmers Elvtr. Co. caught fire several times but hard work saved it.

Great Falls, Mont.—The Northwestern Grain Dealers Ass'n has volunteered its services in the accumulation of donations of grain for Near East Relief. Farmers are to deliver the grain to local elvtrs., who will issue storage receipts in the regular manner in the name of the Near East Relief, giving the donor's name also so that he may receive credit. It is not expected that a carlot will be accumulated at any one station, and the receipts are to be surrendered for cash and a quantity equivalent to the total bot in one location.

NEBRASKA

Cook, Neb.—A. Kirkendall is now mgr. for the Farmers Union Co-op. Ass'n.

Dorchester, Neb.—Farmers Co-op. Grain & L. S. Co., incorporated for \$35,000.

Clarkson, Neb.—The elvtr. of the Nye-Schneider-Jenks Co. is open with Albin Misk as mgr.

Lyman, Neb.—I have completed a new cribbed elvtr. here and am operating it.—E. S. Young.

Sumner, Neb.—The Summer Mill & Elvtr. Co. is building a new warehouse and improving its plant.

Table Rock, Neb.—Bert Bechtel has succeeded Andy Peterson as mgr. for the Farmers Union.

Chapman, Neb.—The elvtr. of the Hord Co. and its contents burned Oct. 10, and is a total loss partially covered by insurance.

Wausa, Neb.—L. H. Hanson has bot the elvtr. of the Dolphin-Jones Elvtr. Co. and it will be operated under that name and management.—H. F. C.

Minatare, Neb.—David Luper will remain in charge of the elvtr. now operated as the Nye-Schneider-Jenks Co., formerly the Central Granaries Co.

Mt. Clare, Neb.—I. G. Holdridge, former mgr. for the Farmers Union Elvtr. Co., is now located in Omaha. C. S. Anderson of Odell, has succeeded him.

Diller, Neb.—The elvtr. of the Central Granaries Co., has been opened and will be operated as the Nye-Schneider-Jenks Co., with Max Bell as mgr.

St. Mary, Neb.—Frank Scheberle, formerly mgr. of the store and elvtr. of the Farmers Union, will in future manage only the elvtr as it requires all of his time.

Anselmo, Neb.—The Nye-Schneider-Jenks Co. will operate the elvtr. formerly operated as the Central Granaries Co. The elvtr. is open with H. A. Kepler as mgr.

St. Paul, Neb.—We have sold only our elvtr. here to Carl Christensen, retaining the flour warehouse and distributing business.—Gooch Mill & Elvtr. Co., Lincoln, Neb.

Table Rock, Neb.—H. V. Swanson will be mgr. of the elvtr. of the Nye-Schneider-Jenks Co., which is the new name of the Central Granaries Co. The elvtr. will be opened at once.

Lincoln, Neb.—The 75 elvtrs. of the Central Granaries Co. which was a subsidiary of the Nye-Schneider-Fowler Co., will be operated under the name of the new company, Nye-Schneider-Jenks Co., Central Granaries Division.

Kearney, Neb.—J. A. Tilton has been appointed as federal grain inspector at Kearney. He has had long experience in this line and is prepared to give federal grades on any shipments moving from this point or passing thru.—J. P. Gibbons Grain Co.

Doane (Benkleman p. o.), Neb.—We have just completed a 10,000-bu. ironclad elvtr. here. The equipment includes a Richardson Automatic Scale, 10-ton Fairbanks Wagon Dump, registering beam type scale, and a 12-h.p. Stover Gas Engine.—Independent Elvtr. Co.

OMAHA LETTER.

Omaha, Neb.—R. J. Southard has been appointed mgr. for the Nye-Schneider-Jenks Co., Omaha Division, and J. A. Cole will be ass't mgr.

Omaha, Neb.—S. P. Mason was tendered a farewell banquet by about 75 members of the Grain Exchange on the evening of the 17th. S. S. Carlisle presented him with a handsome gold watch in behalf of those present. Mr. Mason accepted the managership of the Terminal Grain Corp. at Sioux City, Ia., some time ago, and left on the 18th to assume his new duties.

Omaha, Neb.—J. C. Darby is our mgr. here and we are temporarily located on the third floor of the Grain Exchange.—E. L. Palm, Marshall Hall Grain Co.

Omaha, Neb.—The Nye-Schneider-Jenks Co., successors to Nye-Schneider-Fowler Co., will make its headquarters in Chicago, with Pres. Frank L. Carey in charge. The Central Granaries Co. and the Nebraska Grain Co. will be operated as the Central Granaries Division of the Nye-Schneider-Jenks Co. The old Nye-Schneider-Fowler Co. will be the Fremont Division and the Omaha interests the Omaha Division.

NEW ENGLAND

Duxbury, Mass.—Frank Goodrich is building a \$15,000 grain warehouse here.

Cambridge, Mass.—A voluntary petition in bankruptcy has been filed by W. E. Hunt, a partner in the firm of J. E. Hunt & Son. He lists his assets at \$36,256.06 and his liabilities at \$128,354.94.

St. Albans, Vt.—Plans are being made to build a concrete dike above the yards of the Vermont Central Ry., and the plant of the Crosby Milling Co., to prevent the yearly damage, both sustain when the river clogs with ice and overflows into the Hunt Meadows where the yards and elvtr. are located.

Webster, Mass.—Jacob H. Seder has asked for a receiver for the firm of Seder Bros., of which he is a member. He alleges mismanagement and waste on the part of his brother and partner, Harry Seder, and also charges that he can obtain no accounting and that his brother refuses to allow the partnership to be dissolved.

NEW YORK

Watertown, N. Y.—Thru error it has been published that I have opened a feed store here. I am doing a strictly brokerage business in grain and feed.—M. A. Donner, formerly in business at Buffalo, N. Y.

BUFFALO LETTER.

Buffalo, N. Y.—Spencer Kellogg & Sons recently brot suit against the Curtiss Grain Corp., and it is reported the plaintiffs have secured a default judgment of \$808.75.

Buffalo, N. Y.—Altho Herbert T. Morey walked out of his office in the Chamber of Commerce Building, Oct. 26, 1920, about noon, no trace of him has ever been found, and after a year most of his friends have given up hope of finding him.

Buffalo, N. Y.—The elvtr. of the American Linseed Co., known as the Great Eastern Elvtr., was threatened with destruction when fire, believed to have been due to a dust explosion, was discovered in the leg of the elvtr. Quick work put out the blaze with a \$5,000 damage.

NEW YORK LETTER.

Robt. E. Burns is now a partner in the firm of E. F. Hutton & Co.

T. F. Luckham is not representing Wm. H. Muller & Co., on the floor of the exchange at present.

New members of the Produce Exchange include: Forest L. Virtue, Geo. W. Adair, Thos. L. Lashley, and Francesco Quattrone. Applications have been made by Watson W. Moore, Albert J. Gardner, Albert R. Taylor, Geo. Dudman and Frank Wallace.

Wm. M. McCord, of Henry D. McCord & Son, Inc., one of the best known and best liked men in the grain trade at this market, dropped dead in his doctor's office recently from an acute attack of indigestion. He had attended to his business thru the day and in the afternoon played golf, at which he was considered an expert. His host of friends and acquaintances in private and in business life find it hard to realize that he had gone from them so quickly and so silently. He was 58 years old and a son of Henry D. McCord, who was pres. of the Produce Exchange from 1895 to 1897.

NORTH DAKOTA

Harvey, N. D.—The elvtr. of the Gackle Grain Co. has been reopened.

Hazen, N. D.—J. L. Towberman is now agt. for the Occident Elvtr. Co.

Mandan, N. D.—Our new mgr. is H. A. F. Roberts.—Russell Miller Milling Co.

Jarvis (Bisbee p. o.), N. D.—Henry Hamerly has bot the elvtr. of H. Ostby.

Waldron, N. D.—We have closed our elvtr. here.—Cargill Elvtr. Co., Minneapolis, Minn.

Ray, N. D.—E. M. Jacobson, formerly at Steel, is now mgr. of one of the elvtrs. here.

St. Thomas, N. D.—The elvtr. of the Monarch Elvtr. Co., containing 15,000 bus. of oats, burned Oct. 15 and is total loss.

Landa, N. D.—I am now mgr. for the Poppleston Elvtr. Co. here.—C. T. Hilden, formerly mgr. for the Dodge Elvtr. Co. at Deep, N. D.

Harvey, N. D.—John Gutschmidt, who recently bot the elvtr. of the Victoria Elvtr. Co., will operate the house as the Harvey Grain Co. He was formerly mgr. of the elvtr. of Geo. and Henry Delk.

Deep, N. D.—The Dodge Elvtr. Co. will rebuild the elvtr. here that burned last August but will not do so until spring. When it is ready I shall again be mgr. I am now mgr. for the Poppleston Elvtr. Co. at Landa.—C. T. Hilden.

Medina, N. D.—The Farmers Elvtr. Co. of this city has been made a defendant in a suit brot by The Atwood Larson Co., of Minneapolis, for \$3,662 alleged to be due the plaintiffs on a promissory note. Seven men who endorsed the note are also named as defendants.

OHIO

Clyde, O.—I am out of the grain trade at present.—G. M. Benfer.

Condit, O.—H. R. Hicks is now mgr. for the Farmers Co-op Co. here.

Toledo, O.—J. F. Hall has applied for membership in the Board of Trade.

Fostoria, O.—The Fostoria Storage & Transfer Elvtr. Co. has installed a Randolph Drier.

Cincinnati, O.—R. C. Klingenberg has succeeded Frank C. Palmer as ass't mgr. for the D. O. Cross Co.

Toledo, O.—Farroll Bros., successors of Simons Day & Co., have closed the local office here. Ben C. Hoffner are mgr.

Stoutsville, O.—E. A. Allen, who formerly operated a line of elvtrs. near Jamestown, has bot the mill and elvtr. of Barr & Co.

Westerville, O.—The Farmers Elvtr. Co. is building an addition to its mill and elvtr. and will install a new feed grinder and motor.

La Rue, O.—Ralph Moore will succeed J. E. Stayman as mgr. for the La Rue Farmers Exchange Co. Mr. Stayman has resigned.

Sabina, O.—W. F. Gardner, formerly with W. D. Rapp & Sons, has resigned and is now with the Circleville Milling Co. at Circleville.

Rudolph, O.—A. W. Rohrig is now mgr. for the Liberty Grain Co. He was formerly mgr. of the Farmers Exchange Co. at Trotwood.

Blanchard (Dunkirk p. o.), O.—The elvtr. of J. W. Guider & Son was threatened by fire Oct. 4, when his general store just across the tracks from the elvtr. burned.

North Baltimore, O.—Noble Bennett, of McComb, has succeeded E. L. Bosler as mgr. for the North Baltimore Grain Co. The company is adding 7 motors to its plant.

Grafton, O.—The property of the defunct Bennett Milling Co., including an 800-bbl. mill and a 175,000-bu. elvtr., is to be sold. Henry Vogel, receiver, will take bids up to Nov. 5.

Harrods, O.—Kirby White has bot a large warehouse across the street from elvtr. and will handle carload feed and other side lines. Will take a son into partnership with him soon.

Bryan, O.—In the fire of Oct. 5 there was no damage done to the building as the blaze was in the drier, which is fireproof. The damage amounted to about \$1,500 on grain only and that was due to water.—Raymond P. Liipe Co.

Toledo, O.—Our fire was not important and did only \$200 damage. The blaze started from defective wiring and was put out by fire extinguishers assisted by water barrels and buckets. The fire was in the top of our elvtr.—Lake Erie Milling Co.

Columbus, O.—The regular fall meeting of the Ohio Grain Dealers Ass'n will be held in the Southern Hotel, here, Oct. 28. There will be a morning session at 10 o'clock and another in the afternoon. The program will be informal, and it is expected that the handling of the corn crop will be a subject for special and general discussion.

New Hampshire, O.—The New Hampshire Grain Co., incorporated for \$40,000 by W. A. Morris, John R. Abel, J. Swartz, Walter L. Harrod and James M. Copeland, to buy the elvtr. of the defunct Eastern Auglaize Co-op Co., at this station from Receiver W. T. Copeland. The company also owned an elvtr. at Waynesfield and that has been sold to the newly organized Waynesfield Grain Co.

Eldorado, O.—The elvtr. belonging to Fred Schlientz & Son burned Oct. 12 and is a total loss amounting to about \$20,000, nearly covered by insurance. The fire started at 11:50 p. m. and is tho't to have been due to sparks from a passing train. The elvtr. was of frame. It contained 997 bus. of wheat, 992 bus. of corn and 1,413 bus. of oats. Grain also a total loss.

Waynesfield, O.—The Waynesfield Grain Co. has been incorporated for \$40,000 by R. F. Horn, W. B. Wiswell, J. C. Jacobs, J. F. Leveck and Geo. May, for the purpose of taking over the plant of the Eastern Auglaize Co-op Co., which has been in the hands of W. T. Copeland as receiver, for some time. The property was to be sold at public auction, but the sale has been called off and the elvtr. will be bot by the new company. A like company has been organized at New Hampshire where the defunct company has another elvtr. and it will also be sold to the private interests.

OKLAHOMA

Marlow, Okla.—The Farmers Co-op. Ass'n has surrendered its charter.

Sentinel, Okla.—The Strange Grain Co. has taken over the Farmers Co-op. Ass'n.

Clement, Okla.—J. H. Cunningham is reported to be building a feed mill and elvtr.

Ryan, Okla.—L. L. Thorpe, whose elvtr. burned about a year ago, has gone to southern California to live.

Oklahoma City, Okla.—C. A. Polson, of the Polson Grain Co., is now ass't mgr. for Adolph Kempner of Chicago, Ill.

Anadarko, Okla.—The mill and elvtr. of Mills Bros. burned recently with a loss of \$12,000. The elvtr. will be rebuilt at once.

Broken Arrow, Okla.—Sparks recently set fire to the elvtr. of the Tulsa County Farmers Co-op Co. here and seriously damaged the plant.

Yukon, Okla.—Only one of the units of the Yukon Mill & Grain Co. was destroyed by fire Oct. 3 and it will be rebuilt at once, according to Pres. J. F. Kroutil. The new plant will be larger than the one burned and will be equipped with the best of machinery. The fire started when an employee opened a flour bin on the second floor of the building. He was burned by a slight explosion which seemed to set off various other small explosions in the elvtr. Flames spread quickly thruout the building. The loss was covered by insurance.

OREGON

Turner, Ore.—The Oregon Grain Co. has increased its capital stock to \$45,000.

PENNSYLVANIA

Philadelphia, Pa.—W. A. Lansker and the Moore & McCormack Co., Inc., are new members of the Commercial Exchange.

Hanover, Pa.—The mill and elvtr. of the Hanover Milling Co., D. W. Detrich, Philadelphia, owner, burned Oct. 5 with a loss of \$50,000.

SOUTHEAST

Salisbury, N. C.—R. A. Killingworth is a new grain, cotton and stock broker here.

Birmingham, Ala.—The Birmingham Grain Co. is now carrying chicken feed as a side line.

Middletown, Del.—John R. Reynolds is one of those who is most deeply interested and is working hardest for the building of an elvtr. near here.

Huntington, W. Va.—Howard & Budinger are representing a number of grain and hay accounts at this market, including those of Bartlett, Frazier Co., Midwest Milling Co., and Ballard & Ballard.

Huntsville, Ala.—A. C. Demasters, who recently sold the Huntsville Grain & Feed Co., of which he was owner, has now organized the Southern Grain & Feed Co., and is manager of same.

Norfolk, Va.—The port commission has recommended the issuance of a \$3,000,000 bond issue for the development of the municipal waterfront property with a 1,000,000-bu. elvtr. as one of the features. It is believed that the recommendation will be adopted and that by next spring the city will rank among the first to take care of grain exports.

SOUTH DAKOTA

Toronto, S. D.—Geo. Hjelen is now mgr. for the Farmers Co-op Co.

Sturgis, S. D.—The elvtr. of the Rapid River Milling Co. is now in operation.

Eakin, S. D.—H. H. Persson & Co. have opened their new elvtr. for business.

Blaha, S. D.—J. V. Fousek has succeeded Frank Dostel as mgr. for the Farmers Co-op Elvtr. Co.

Pierre, S. D.—M. J. Seefield has bot the elvtr. of the Brink Elvtr. Co. and will operate. He will install a feed grinder.

Freeman, S. D.—We bot the elvtr. of the South Dakota Grain Co., and I am mgr.—W. H. Borman, Farmers Grain & Stock Co.

Menno, S. D.—The elvtr. of the South Dakota Grain Co. has been opened with Robert Winter, formerly mgr. for Hafner Bros., as agt.

Brookings, S. D.—The Farmers Elvtr. Co. recently suffered a small fire loss when a blaze was discovered in its elvtr. It was extinguished before any damage was done.

Willow Lakes, S. D.—The farm elvtr. of A. F. Batten containing 2,000 bus. of wheat and 1,000 of oats, together with a cleaner and considerable machinery, burned Oct. 4.

Egan, S. D.—Oscar Larson has bot the elvtr. of the Farmers Elvtr. Co. from the referee in bankruptcy and will put it in to operation at once. The farmers company failed in Sept., 1920.

Bonilla, S. D.—C. A. Mackey has leased the elvtr. of the Equity Exchange Co., and is operating it personally. The Equity Exchange is not in business at present.—J. E. Rush, mgr. Siberz Bros. & Craig.

Gayville, S. D.—Claus Jensen, mgr. of the King Elvtr., operated as the Western Terminal Elvtr. Co., has been appointed as state warehouse and scale inspector and has resigned to take up his new work.

Sioux Falls, S. D.—Our offices will be closed again here on Nov. 1 and do not think they will be opened again for some time. I will also sever my connections with the firm on that date and do not know just yet what I will do.—E. B. Murphy, mgr. McCarty Bros. Co.

Manchester, S. D.—The elvtr. of I. B. Bjornson, which burned Sept. 23, contained 12,000 bus. of grain at the time of the fire and many piles of oats were reported to have smouldered for weeks. The house burned at 2 a. m., and was a total loss. Mr. Bjornson says the elvtr. was worth \$15,000 and he held \$10,000 insurance on it. He places the loss on grain at \$4,000, which was fully covered by insurance.

Lantry, S. D.—The fire in the elvtr. of the Farmers Equity Exchange, Oct. 5, was probably started by sparks. The town lies north of the railroad and the wind was blowing from the Northeast. The train went thru a short time before we saw that the elvtr. was on fire. W. T. Searson, Dupree. (This fire started on the roof during the noon hour or just after the noon train went by. The elvtr., creamery station and a bin of coal burned as well as a large quantity of grain.)

TEXAS

Canadian, Tex.—The Liske Grain Co. has succeeded A. Liske & Co.

Sweetwater, Tex.—R. W. Sandefer has bot the plant of the Sweetwater Mill & Elvtr. Co. and will put it into operation.

Texline, Tex.—We have just completed repairs on our house and are reopening with J. L. Davis as mgr.—Texline Co-op, Equity Exchange.

Abilene, Tex.—The Texas Mill & Elvtr. Co. incorporated for \$75,000 by Mack L. Wyatt, Geo. L. Poston and L. A. Grimes. The company has bot the plant of the Yarbrough Mill & Elvtr. Co. Much new machinery is being installed and the company may enlarge the capacity. Mack L. Wyatt is pres. and L. A. Grimes, sec'y.

Pampa, Tex.—The elvtr. recently bot by the Gt. West. Mill & Elvtr. Co. of Amarillo at this station was that of the North Texas Grain Co.—T. B. Solomon, mgr. U. S. Strader Grain Co.

Howe, Tex.—The Howe Grain & Milling Co. lost its elvtr. and 6 warehouses by fire, Oct. 4. About 12,000 bus. of corn and 4,000 of oats were also destroyed. The loss is placed at between \$50,000 to \$60,000. Insurance \$30,000. Joe Howdeshell is mgr.

TENNESSEE

Nashville, Tenn.—The Nashville Grain & Feed Co. is out of business.

Memphis, Tenn.—We are out of the grain business at present.—G. E. Patteson & Co.

Covington, Tenn.—Hagner & Owen is the name of a new firm here, James Owen and C. C. Hagner being partners in it. They will do a general grain brokerage business and will install a small feed grinding plant and corn crusher soon.

Memphis, Tenn.—We have opened an office here with Chas. Friss, who has been with us in the home office for the last year, as mgr.—Marshall Grain Co., Oklahoma City, Okla.

Union City, Tenn.—As the trustees of the Dahnke-Walker Milling Co. did not consider the \$25,000, the highest bid for the property made at the first public sale, Sept. 12, was enough, a second auction was held Oct. 1, and the property was bid in by R. Motlow, of Nashville, the former high bidder at \$32,000. It is believed that this will be accepted as the creditors are anxious to close the matter. The property bot by Mr. Motlow includes only the flour and corn mills, warehouses, etc., here. The warehouses and scales at Rives, Oakton, Ky., Jordan, Ky., Hickman, Ky., and Crockett, were bid in by different individuals at an aggregate price of \$1,000. The appraised value of this property is \$78,000.

UTAH

Ogden, Utah.—We have moved our headquarters back to Salt Lake City.—Farmers Grain & Milling Co.

Salt Lake City, Utah.—The R. E. Miller Grain Co. incorporated for \$100,000 by R. E. Miller, pres.; B. W. Dixon, vice-pres. and J. S. Dixon, sec'y-treas.

WASHINGTON

Creston, Wash.—The Creston Union Grain Co. has leased the warehouse of the Pacific Grain Co. at this station.

Spokane, Wash.—G. R. Hardgrove of Chicago, has succeeded W. H. Shea as supervisor of the Spokane district of the federal grain bureau of the dept. of agri. His territory will include Washington, northern Idaho, and Montana.

Chesaw, Wash.—The Chesaw Elvtr. Co. was organized recently by D. H. Hart, J. W. Bartroff, L. Nealy and others. It has bot the warehouse, elvtr. and machinery from the Messrs. Hart and Bartroff, who bot it recently from the old Chesaw Grain Co. when it was sold at public sale.

Odessa, Wash.—The Solberg Elvtr. is closed. I find that the owner of the elvtr., or the records show, that it is assessed to E. W. Swanson. The 1920 taxes have not been paid. The house is run down and has no one to look after it.—John C. Jantz. (It is reported that the Davenport Bank holds a mortgage on same.)

WISCONSIN

Random Lake, Wis.—The H. W. Berger Co. has bot the elvtr. and warehouse of J. P. Altenhofen.

La Crosse, Wis.—The Thomas-Phalon Co., incorporated for \$20,000 by C. A. Thomas, J. A. Phalon, and H. Thomas.

Racine, Wis.—Altho the contract for the building of its 125,000-bu. elvtr. has been let, the Horlick Malted Milk Co. has not let contract for the machinery and probably will not until spring.

Wanderoos, Wis.—The plant of Ruete & Clark, which they had just bot of the Apple River Milling Co., burned Oct. 2, and is a total loss, partially covered by insurance. The elvtr., feed mill and warehouse were all destroyed.

Osceola, Wis.—It is reported that C. C. Ladd, with the Bartlett-Frazier Co., has taken over the holdings of the Osceola Mill & Elvtr. Co., which went into the hands of a receiver Apr. 1. The new company is said to have paid about \$30,000 for the mill and elvtr. here and at Fairmount, N. D., and Cokato, Minn., and the warehouses along the Soo line, and assumed the indebtedness of the company. The company has been conducting the elvtr. here for some time, but the mill has been closed.

MILWAUKEE LETTER.

W. C. Mitchell Co., Minneapolis, Minn., has closed its office here.

Gene H. Redford has been admitted to membership in the Chamber of Commerce.

The Midland Mills Co. has moved its offices from Wisconsin Street to E. Water Street.

The Kurth Malting Co. has let contract for the overhauling of its elvtr. A new concrete cupola will be built to replace the one with curtain walls originally erected, and other repairs will be made.

Archie MacFayden, for 50 years doorkeeper on the trading floor of the Chamber of Commerce, died Oct. 8, at the age of 82. He was well known to the members of the exchange, both old and young, and many of them attended the funeral services.

The directors of the Chamber of Commerce have appointed a com'te to go over the rules of the exchange and especially those affected by the Capper-Tincher Law, with a view of revising and changing them. L. L. Runkel, A. R. Taylor, A. R. Templeton, D. G. Owen and L. R. Fyfe compose the com'te.

WYOMING

Yoder, Wyo.—Our new elvtr. will have a capacity of 25,000 bus. and will be ready about Jan. 1.—R. M. Cotter, mgr. Yoder Grain & Coal Co.

Douglas, Wyo.—We will not build an elvtr. at present, but will do so next year. Harry Anderson is pres. and mgr. for the company.—Stubbs-Anderson Grain Co.

Riverton, Wyo.—The Riverton Hides, Wool & Fur Co. has completed its new elvtr. close to the Shoshone Reservation. The elvtr. is of frame construction and has a capacity of 15,000 bus., divided into 11 bins. It is iron clad and equipped with electric power and all other modern improvements and machinery. The Jones-Hettelsater Const. Co. had the contract.

That Agitators' Finance Scheme.

Ohio, Indiana, Minnesota and Missouri have refused permission to the Farmers Finance Corporation, a subsidiary of the U. S. Grain Growers, to sell stock within those states. The Securities Com'n of Minnesota characterized "the offer and sale misleading." Missouri's Finance Commissioner did not state a conclusion in so many words, but the reasons given for the refusal appear to be of almost equal force.

Even before the announcement of the Missouri decision, the U. S. Grain Growers, Inc., had given out the information that plans for financing its schemes would be held in abeyance until the convention next March. Perhaps now the Finance Corporation will be abandoned or altered materially, but whatever may be the outcome of that phase of the matter, it remains true that the plan as originally proposed has not met with the approval of the blue sky officials of at least three states.

There is a lesson for farmers and the public generally in the article about Missouri's refusal published elsewhere in this number of the Journal. The quotation from a letter written by a representative of the Farmers Finance Corporation is in effect an admission that it is a "pure blue sky enterprise," when that quotation is placed alongside the Corporation's charter. And the fact of that admission is not altered even if we grant that it may have been inadvertent. It should warn every farmer and every other person to view with suspicion all the schemes that may be put forward by the men who conceived this Corporation; for if they admit one of their organizations to be "pure blue sky" then what about the others?

Seeds

LENA, WIS.—There is very little clover seed in this section this year.—J. N. Bassett.

FRANKLIN, VA.—The Council Seed Co. has moved into a new building which it recently erected.

TUCSON, ARIZ.—The Tucson Seed & Floral Co. has changed its name to the Langers Seed & Floral Co.

PHILADELPHIA, PA.—The Philadelphia Seed Co. has bought a building to be used as a warehouse for its surplus stock of grass seeds.

AUSTIN, MINN.—The Hare & Goss Feed & Seed Co. has been formed by J. W. Hare and H. L. Goss. A seed and feed business will be conducted.

DAVENPORT, IA.—The Webster-Davenport Co., dealers in field seeds, has been dissolved. The company was organized in 1920 by H. T. Webster and W. H. Hosmer.

PHILADELPHIA, PA.—David H. Dunlap was recently elected treasurer of the William Henry Maule Co., seedsmen, to succeed the late E. C. Dungan.

DRYING seed corn with artificial heat or the placing of the corn where it will not become moist is regarded as one of the best practices to combat root rot in corn.

OMAHA, NEB.—The Omaha Seed Co. has been organized by Joseph Pribyl and Anton Tathouz. Both formerly were employes of DeGiorgi Bros., Council Bluffs, Ia.

DENISON, IA.—The warehouse of the Denison Seed Co. has been twice visited recently by fire. In each case the cause was locomotive sparks and the damage was slight.

ACREAGE of Hubam clover this year is 3,050 acres, from which is expected that 640,000 lbs. of seed will be harvested. Of this about 450,000 lbs. will be offered for sale.

ELECTRIC power equipment has been installed in the seed elevator which the Diamond Mills recently purchased from the Small Seed Co. A new office building has also been built on the property.

CLARINDA, IA.—The A. A. Berry Seed Co. has started work on the new building and elevator to replace its plant which recently burned. The old foundation and part of the cement floors will be used for the new warehouse and office, while the elevator will stand on a new site.

YIELD per acre of clover seed as estimated by the Bureau of Markets and Crop Estimates Oct. 1 was 100.5 and of alfalfa seed 84.6 compared with average of 100. Total production of buckwheat was 103.6% of last year, of clover seed, 77.3%, of grain sorghums, 88.9%, and of beans, 102.8%.

A NEW PEST is reported to be attacking Kafir in Missouri. It is a caterpillar, yellowish in color, banded on back and sides with darker streaks, rather sparingly clothed with hair and about a half inch long when full fed. The moth is a small white miller with brown and darker patches on its wings.

TOLEDO, O.—In practically all of the important producing section a larger percentage of alsike clover had left the growers' hands by Oct. 1 than on the same date last year. It is estimated that about two-fifths of the marketable surplus had been sold by the growers on that date.—A. Gassaway, sec'y Toledo Produce Exchange.

THE QUARANTINE against the pink boll worm has been extended to the mails. A recent order of the postoffice dep't prohibits interstate movement by mail of seed cotton or cotton stalks for planting. Cotton lint, hulls, cake, meal and bagging and other containers which have been used in conveying cotton and cotton products are also included in the order.

THE KOTO Seed Wheat Growers, Inc., is an organization of North Dakota farmers who are growing this new wheat for seed purposes. Jal Herre, of Halstead, is active in the ass'n.

A NEW STRAIN of Turkey red wheat for dry farming areas has been developed at the Utah Agricultural College. It has been bred on the experiment station farm for the last 7 years, and has yielded as high as 37 bus. per acre on dry farms in San Juan County.

EARS of corn having good shuck protection at the tip end are less liable to weevil infestation than ears without this protection. The U. S. Dep't of Agriculture is advising farmers, especially those in the South where weevil in corn has caused considerable trouble, to select in the field those ears having good shuck protection for their next year's seed.

LANSING, MICH.—Oats are very light in weight, and only a small percentage is fit for seed. Little bean threshing has been done, but reports indicate a fair yield. The total crop is estimated at 2,549,000 bus. or about 1,000,000 bus. less than last year. A crop of 126,000 bus. of clover seed is forecasted, with most of the acreage harvested, but much of it yet to be threshed.

MADISON, WIS.—Estimated production of clover seed is 16,000 bus. less than a month ago. A considerable acreage which was still in the swath or bundle in the field has deteriorated from excessive rain. Yield of red clover will be below average, while alsike and white will be well up to average. Condition on Oct. 1 was 69%, compared to 80% on Sept. 1, 79% last year and a 7-year average of 79%. Production is estimated at 220,000 bus., compared to 236,000 forecasted a month ago, 338,000 produced in 1920 and a 5-year average of 298,000 bushels.—Wisconsin Crop Reporting Service.

From the Seed Trade.

TOLEDO, O.—Timothy still moving, within small range this week. Been a fair trade in March, \$3.00 to \$3.05. Would like to see it get well above that price. Think it would stimulate things all along the line. Been hanging fire for some time. Understand Europe wants the stuff. Poor financial conditions probably preventing considerable business. Would not take much to clean up Toledo stocks. About 27,000 bags here. Receipts small compared with previous seasons. Year ago Toledo had 66,000 bags and the price was about 50c higher.—J. F. Zahm & Co.

TOLEDO, O.—Clover ruled slightly lower this week. It is not keeping in style with decline in grains. Severe liquidation in grains did not shatter confidence of holders. It seems to be in a class by itself. Market meets with good support on moderate setbacks. October now selling at a minimum over deferred futures, taking carrying charges into consideration. Several hundred bags delivered on October contracts again this week, and more will be delivered between now and the end of the month. Many October longs and shorts have changed over to the more distant futures. The short interest is mostly in the way of hedges by interior dealers against purchases of cash seed.—Southworth & Co.

TOLEDO, O.—Clover seed has held steady the past week. Market has met with good support on every dip. Bears have been badly fooled. Grain market has slumped, but clover has been firm. October shorts have been slow in covering and October sold at a slight premium over December and March. Deliveries so far have not been heavy. Off grade seed arriving now contains too much brown seed to clean to prime. Stock here is over 13,000 bags. Official figures do not include deliveries made at seed houses here by farmers. Shipping demand has been poor, but some cash seed has been sold for deferred shipment. Year ago October seed was \$12.95 and March \$13.20. Big break came the last of February, due to March liquidation. Open trades at present are light.—The C. A. King & Co.

ELLIS DRIERS

XX

When the Ellis Drier is sold, it stays sold. We have yet to suffer a cancellation on account of non-performance and we have been building driers for 23 years. Such a record of service merits your implicit confidence. May we have your inquiry?

XX

THE ELLIS DRIER CO.
Roosevelt Road and Talman Ave.
CHICAGO, U.S.A.

Idaho Grain Man Helps in Near East Relief.

Idaho farmers located around Filer are anxious to do their bit in the shipping of food to the starving in the Near East. As wheat is the principal crop around Filer, the farmers have decided to make their gifts in wheat. The com'tee in charge of the arrangements has therefore ordered the instructors in the rural schools to receive wheat contributions of one or more bushels.

J. W. Eaton, in the grain and milling business at Filer, has volunteered to grind all the wheat donated into flour without charge.

Conditions in the English Seed Trade.

C. W. Le May & Co., wholesale seed dealers in London, England, write of the various seed crops:

Timothy is cheap at present but any small demand will cause a rise in price.

The red clover situation a few months ago looked bad and it seemed as if the world was really short of seed. Now the position is altered and there appears, at the moment, quite a fair crop of seed judging by the offers from abroad. Eastern counties are short but there appears to be a useful "fill up" in the west which is now coming on the market. Owing to the fine season, no doubt this is being threshed months earlier than usual. This seed will be missing from our markets in the spring. New French seed is now offering at about 150/-cwt. and we think our friends will do well to hold off for the time, and allow the market to recover from the speculation caused by the drought. The qualities this year are very fine from every country.

Perennial and Italian are both good crops of heavy seed. Perennial is weighing, this year, 28 to 29 lbs. per bushel. Market hardly started yet but the seed is very fine. There is a useful crop of New French Italian.

The new seed act is now an act of parliament and we have been given a license by the government to test our own seeds.

Supreme Court Decisions

Action Against Carrier Under Federal Control.—Under Federal Control Act, § 10 (Fed. Stat. Ann. Supp. 1918, p. 757 [U. S. Comp. St. 1918, U. S. Comp. St. Ann. Supp. 1919, § 3115½]), all actions at law or suits in equity can be brought against common carriers under federal control as theretofore provided by law, and no defense can be made thereto on the ground that the carrier was an instrumentality or agency of the federal government.—*Georgia S. & T. Ry. Co. v. Smiley*. Supreme Court of Georgia. 108 S. E. 273.

Void One-Sided Contract Made Good by Subsequent Order.—A contract requiring the seller to sell and deliver goods when ordered by buyer, without requiring the buyer to accept or become liable for any portion of the goods, held void for want of mutuality. A contract requiring the seller to deliver goods on buyer's order, which was void for want of mutuality for failure to obligate buyer to order such goods, became a valid contract on buyer's order of the goods, since by ordering the goods buyer bound itself to accept and become liable therefor.—*McCaull-Dinsmore Co. v. H. G. Heyler*. Supreme Court of South Dakota. 184 N. W. 243.

Count of Bags or Bales Makes Weight Superfluous.—Under Bills of Lading Act Aug. 29, 1916, § 20 (Comp. St. § 8604jj), where a carrier loads package freight, like cotton in bales, it is required to state in the B/L only the number of packages and such marks or description as well serve to identify them, and a further statement in an order bill for baled cotton of the weight of the shipment is voluntary and gratuitous, and where qualified by the words "subject to correction" does not render the carrier liable to a holder of the bill, under section 22 (section 8604kk), for a shortage in the weight.—*Leigh Ellis & Co. v. Payne, Agent*. U. S. District Court, Georgia. 274 Fed. 443.

Damages for Delay.—Since the passage of the act of 1906 (Ga. L. 1906, p. 102), from which section 2777 of the Civil Code of 1910 was codified, the initial carrier in an interstate shipment "is liable for loss occasioned anywhere en route, whether on its own lines or not, where it voluntarily receives the shipment, notwithstanding an agreement or stipulation in B/L limiting liability to loss, damage or injury occurring on its own lines." *Heath v. Sandersville R. Co.*, 23 Ga. App. 255 (5), 98 S. E. 92. It being clearly apparent that the bill of exceptions was prosecuted in this court for delay only, the statutory damages of 10 per cent (Civ. Code 1910, § 6213) are awarded to the defendant in error.—*Director-General of Railroads v. Beard*. Court of Appeals of Georgia. 108 S. E. 310.

Rejection.—A rejection by a purchaser of corn bought through an agent for the reason that the quantity was in excess of that ordered does not waive the objection that the corn did not conform to the specified grade, where the rejection was made before the purchaser had knowledge of the grade of the corn. A buyer of corn does not waive his objection that the corn did not conform to the grade specified in the contract by failure to assert such objection, where the seller was not misled by such failure to do any act with reference to the contract; for a waiver implies an act which the party knows is leading a person, upon whom a duty rests, to perform some duty owing to that person, to believe it will not be required.—*Powder v. Cobb*. Kansas City Court of Appeals, Missouri. 232 S.W. 1084.

"Two Cars" or "Contents of Two Cars."

Summit Grain Co., Denver, Colo., plaintiff, v. Geo. Koch Grain Co., Wichita, Kan., defendant, before Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of F. B. Bell, H. W. Reimann and E. H. Bingham.

On Nov. 2, 1920, plaintiff sold defendant two cars of No. 1 hard winter wheat at \$2.30 per bushel basis Gulf, 30 days shipment. Time of shipment does not enter into the dispute.

Plaintiff's contract reads: "Contents of two cars." Defendant's contract reads: "Two cars." Plaintiff shipped on this contract cars St. P. 25513 and U. P. 136853, containing 3,684.50

bushels. Defendant claims that it bought two cars, and not contents of two cars, and therefore plaintiff could only apply 2,200 bus. on this contract, according to Rule 32 of Grain Dealers National Ass'n, or 2,400 bus. according to Wichita Board of Trade rules. Defendant made returns to plaintiff, showing 2,500 bus. applied on contract price of \$2.30 Gulf, and balance 1,184.50 bus. applied at \$1.87½, the market price on date wheat was unloaded.

In view of plaintiff's contract reading: "Contents of two cars," which was apparently not objected to at the time, and defendant's letter of Nov. 13 referring to two capacity cars, which indicates that defendant had something other in mind than 2,200 bus., this com'te believes the contents of the two cars should be applied at contract price, so awards plaintiff the amount it claimed on these cars, which is \$503.55.

Buying in Larger Quantity than Owed.

Hulburd, Warren & Chandler, Chicago, Ill., plaintiffs, v. Parker Corn Co., Kansas City, Mo., defendant, before Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of F. B. Bell, H. W. Reimann and E. H. Bingham.

In this dispute plaintiffs claim \$165, which is 20 cents a bushel loss on 825 bus. of corn, arising from a purchase by plaintiffs of a car of No. 4 mixed corn, to take the place of a car of No. 6 mixed corn, which defendant shipped, and which could not be applied on the contract, owing to the fact that it failed to grade.

Evidence shows that on or about Nov. 10, 1917, defendant sold to plaintiffs, or thru plaintiffs, who claim to be acting as a commission house, 5,000 bus. of No. 4 mixed corn at \$1.60, delivered Chicago.

During the life of the contract defendant shipped to plaintiffs car Mo. P. No. 20795, Ex. Car No. 20922, which arrived on Nov. 26, and graded No. 6 mixed corn. Plaintiffs advised defendant by letter of the grade and stated that if their buyer could not use the No. 6 mixed corn they would have to sell out this car and buy in another car to fill contract. Defendant did not agree to this arrangement, but admits that plaintiffs had a right to sell out the car in question, but not to buy in another car to replace it, as it claims that it had other corn running that would have filled contract.

Evidence shows that plaintiffs did buy in a car of No. 4 corn at a loss of 20 cents a bushel, which defendant is willing to accept on basis of the actual weight of corn contained in car No. 20795 Ex. No. 20922, but the car of corn bought in contained 825 bus. more than the car shipped, and defendant refuses to accept the loss on the excess bushels bought in.

As this contract was made for a definite number of bushels, this com'te does not believe that the plaintiffs are justified in buying in a larger quantity than was owed them by defendant.

A similar case was recently decided, in which a buyer bought in for account of a shipper a certain number of cars which contained approximately 2,000 bus. more than the contract called for, and buyer presented a claim for approximately 20 cents a bushel loss on the purchase. Before grain was unloaded, the market had declined, and buyer sold out this excess at an additional loss of about 20 cents a bushel, making a claim of approximately 40 cents a bushel on grain that shipper never had sold him. This is merely an illustration of what a condition of this kind might lead to.

The defendant makes a counter-claim for commission charged defendant, but whereas it apparently did not object to this commission charge at the time, and sent a check to plaintiffs which covered the commission charge, this Com'te does not believe that it should be allowed.

This Com'te, therefore, cannot allow the claim as presented by plaintiffs and assess to them the cost of arbitration.

FARMERS of the south responded in earnest to the campaign to plant less cotton and more corn. Georgia produced 90,315,000 bus. the third largest crop in her history, and Tennessee with 93,000,000 bus. and Mississippi with 92,000,000 bus. set new high records. This bumper crop is expected to increase meat production.

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Value at Origin Basis of Damages on Export Shipment.

The Court of Appeals of Maryland decided against John T. Fahey & Co., of Baltimore, Md., June 28, 1921, in their suit to recover of the B. & O. R. R. Co. damages for the accidental destruction of 8 carloads of grain in transit.

If delivery was to be at Baltimore the damages are measurable on the destination value, but, if for export, damages according to the B/L and the law are on the value at time and place of shipment. The railroad company admitted liability, but held out for the reduced amount on the claim that the shipments were "for export."

The contention of the plaintiffs, John T. Fahey & Co. was that the duty of the carrier under its contract was discharged upon delivery at Baltimore. The Court of Appeals, however, held:

It is conceded in this case that the 8 carloads of grain, at the time they were shipped and when they were destroyed, were intended for transportation to Baltimore, there to be unloaded into the defendant railroad company's elevators, and loaded therefrom into vessels for export to Europe. The Bs/L themselves disclose that the shipments were for export. The plaintiffs acquired the Bs/L while the grain was in transit, and their purpose, as shown by their testimony, was to ship it abroad to fill orders for the European market. If, therefore, the grain had arrived in Baltimore, it would unquestionably have pursued the intended course of transfer to vessels by which it would have been carried to foreign ports.

There is nothing in the record to suggest that there would have been any break in the continuity of the purpose by which the shipment was controlled from the time of its inception, or that there would have been any interruption of the processes by which the grain was to reach the holds of the vessels in which it was to be exported. The purchase of the Bs/L while the grain was in transit merely affected the title to the shipment, and made no change whatever in its movement or destination or in any of its commercial characteristics.

The facts of the case, in our judgment, bring it clearly within the principle of the decisions of the Supreme Court and we therefore hold that the shipments of grain, for the loss of which additional compensation is sought to be recovered in this suit, were in course of transportation to a nonadjacent foreign country, at the time of their destruction, and that the measure of damages stipulated in the Bs/L is not contrary to the provisions of the federal statutes, but is a valid limitation of the carrier's liability for such a loss.

The appellants contend that, even tho the validity of the provision as to the limit of liability be upheld, the railroad company is estopped from relying upon it, because the appellants, notwithstanding their diligent inquiries, were not given notice of the loss of the grain for long periods of time, ranging from three weeks to seven months, after the various shipments were due to arrive in Baltimore. When the notice of the loss was finally received, the replacement value of the grain was very much higher than at the time it should have reached the point of export in due course of conveyance. The delay in the notification that the grain was destroyed, and the loss resulting to the appellants from such delay, for the basis of the estoppel which is said to prevent reliance upon the stipulation in the Bs/L that "the amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment."

The defendant is not estopped to invoke the limitation of liability in the Bs/L with respect to any loss to which the provision applies. The scope of its application is very broad, for it purports to restrict "any loss or damage for which any carrier is liable." A loss resulting from delay in delivery would be clearly within the class of losses to which such a provision refers. This was decided in *N. Y. P. & N. R. Co. v. Peninsula Prod. Exchange*, 122 Md. 215, 89 Atl. 433 (affirmed in 240 U. S. 34, 36 Sup. Ct. 230, 60 L. Ed. 511, L. R. A. 1917A, 193). In considering a limitation like the present one, we said in that case:

"Unless the stipulation in the B/L is to be altogether disregarded, the carrier could not justly be charged with a greater loss to the property for delay in transit than would result from an absolute failure of delivery."—114 Atl. Rep. 905.

PROSPECTS for introducing corn products into Europe are to be investigated by Joseph A. LeClerc, recently appointed a trade commissioner by the Dept of Commerce.

Supply Trade

Wages based upon "the cost of living" are not nearly so attractive to the American Federation of Labor when prices are coming down as when they are going up.—Coal Trade Journal.

St. Louis, Mo.—A. B. Young, sales manager of the Bemis Bros. Bag Co., died recently. Mr. Young enjoyed a wide reputation in the milling and grain trades made during his 20 years' connection with the bag company.

Minneapolis, Minn.—The demand for linseed oil certainly confirms an improvement in building conditions. All mills are behind urgent shipping orders, with practically no stocks at mills or distributing points.—Archer-Daniels Linseed Co.

South Bend, Ind.—The N. P. Bowsher Co., manufacturers of feed mills, announce a reduction in the price of their equipment, the reduction having taken effect Oct. 15. The reductions run all the way from 18% to 32% on the different types of mills.

A careful reading of the business publications, a receptive attitude toward real selling ideas and the ability to adopt them and pass them on, will do more to bring business back to normal than any number of inspirational appeals or speeches.—Printers Ink.

Chicago, Ill.—Reports from 110 manufacturers of common brick in the United States indicates an improved condition in the building industry. Altho the stocks of brick on hand are far in excess of orders, the Common Brick Mfrs. Ass'n points out that this is the first month this year that the trend of business has been upward.

Metal prices show a considerable decline from the peak of 1920. The average prices during August of copper, lead and zinc were \$0.1163, .0438 and .0418, respectively, per pound, compared with peak prices of .192, .092 and .095, and an average for the year 1920 of .131, .079 and .06. They are even lower than the prices of 1910, which were \$0.127 for copper, .044 for lead and .054 for zinc.

Chicago, Ill.—Building permits for September, 1921, as reported by the American Contractor, show a valuation of \$144,059,000, against \$94,169,000 for September a year ago. Usually there is a slump in building activity in September, but this is not the case this year. The average price of cement in September for 14 cities was the lowest of the year at \$2.61 per barrel, in carload lots to contractors, not including the package, for which 40 cents should be added. In January the price was \$3.05.

Silver Creek, N. Y.—Cecil M. Barbeau, son of M. L. Barbeau, pres. of the S. Howes Co., died Oct. 8 at his home in this city. Mr. Barbeau was born 24 years ago in London. At the declaration of war he enlisted in the Machine Gun Company of the 74th, which later was attached to the 27th Division. On the Ypres-Lys front he was gassed so severely that upon his return home he was sent to different hospital centers for treatment. He was brought home from Albuquerque, N. M., on Sept. 1. For his services in the war Mr. Barbeau was awarded two medals and the U. S. Certificate of Honor.

Indianapolis, Ind.—A local foundry operating in August, 1920, under labor union rules as a closed shop, had 29 molders and 5 apprentices, the average daily production being 467 lbs. of good castings, 20 of the men drawing 90 cents an hour, or \$7.20 per day. The same shop in August this year was operated on the American open shop plan with only 14 men, half of whom were apprentices, the average daily production being 326 lbs. of good castings, the men on piece work making more money than the 90-cents per hour men of 1920. Manufacturers of grain handling machinery will be pleased to learn that the cost per ton of castings for direct and indirect labor was reduced from \$76.78 a ton in August, 1920, to \$45.88 in August, 1921.

THE WHEAT CROP of France this year is nearly as large as those prior to the war. This result was not anticipated as the area seeded is only about five-sixths that of the average area sown in pre-war years. With this large crop and the stocks already on hand it is thought little foreign wheat will be required for the next 12 months.

Cement Buro Sued as Trust.

Suit against the Mid-West Cement Credit and Statistical Buro was filed in U. S. District Court at Chicago, Oct. 24, by U. S. District Attorney Charles F. Clyne.

The action was brought under the Sherman anti-trust law and it accuses the 20 middle west firms which organized the Buro of maintaining a clearing house to stop competition in the cement industry and to raise prices. The firms associated in the Buro produce nearly 30,000,000 barrels of cement yearly, according to the complaint, and this is referred to as representing 90% of the output in the middle west and one-third of the national production.

The petition further alleges that the members of the Buro have entered a gentlemen's agreement to kill competition; that the organization was operated on the open price plan; that a colorless constitution has been adopted and the minutes of the organization filled with declarations that the law would not be violated, while at the same time members have been kept in constant touch with the business of each other.

"The activities of the defendants," the petition alleges, "have resulted in eliminating every semblance of the competition to which the public is entitled, which the law contemplates and which but for the combination and conspiracy described would exist between the defendants."

The following companies are named defendants: The Alpha, Atlas, Cape Girardeau, Castalia, Continental, Crescent, Diamond, Hawkeye, Huron, Indiana, Kosmos, Lehigh, Michigan, Missouri, Newaygo, Northwestern States, Peerless, Peninsula, Sandusky, Wabash, Wolverine and Wyandotte Portland Cement companies and the Wellston Iron Furnace Co.

The complaint charges that the Buro is founded upon the pretended philosophy that co-operation and not competition is the life of trade and that the theory of the Sherman anti-trust law is a political and economic fallacy.

THE FATE of the Farmers' Finance Corporation of the United States Grain Growers seems to be hanging in the balance just now, with good chances for an early demise. The Minnesota decision, coupled with the antagonism of the State Farm Bureau Federation, the action of Iowa and other states in forming state finance corporations rather than lending aid to the national corporation, seem to preclude the possibility of carrying out the original plans. This fact seems to add another halting factor in the completion of the foundation of the United States Grain Growers itself.—The Farmer.

Board Will Not Attack Future Trading Act.

A petition by several members of the Board of Trade of Chicago requesting that a test suit be brot against the government attacking the validity of the Capper-Tincher Law has been very properly rejected by the directors.

It remains to be seen how great a burden of red tape the Sec'y of Agriculture will impose on the Board of Trade as an organization. This Act really shifts to the Department of Agriculture the burden of standing sponsor for all that is done on licensed contract exchanges. In view of the impossibility of performing the miracles of control expected it is the government that should ask for the annulment of the Act.

Individual members of the Board of Trade are on a different footing and reasonably could be expected to go into court as individuals to demand freedom from the unconstitutional restraints that this unwise measure seeks to impose on them. The law does not go into effect until December 27, and the organized exchanges can well afford to let the Sec'y of Agriculture indicate how far he proposes to go in executing the bolshevistic intent of this precious law.



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THE RESULT of the 1920 wool pool here in Champaign County shows that a farmer who pooled his 1920 clip, then worth 42 to 45 cents, in final settlement Sept. 15, 1921, received after storage and other expenses 12 cents.—W. E. Culbertson, Champaign, Ill., sec'y Illinois Grain Dealers Ass'n.

Patents Granted

1,391,297. Grain Elevator. Thomas D. Budd, Fisher Bldg., Chicago, Ill. This grain elevator has a vertical wall and a downward funneled hopper bottom. A means is provided so that the weight supported by the funnel shaped bottom is supported directly by the foundations.

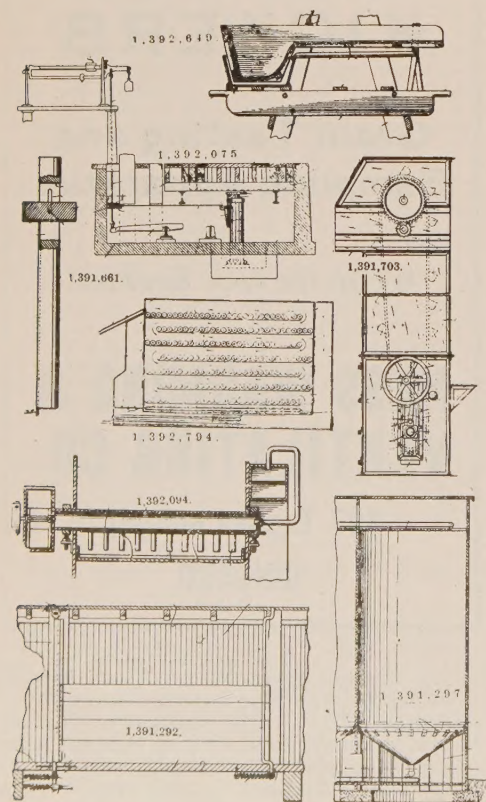
1,392,649. Grain Treating Machine. Henry Lepak, Minneapolis, Minn. The solution receptacle of this device is held in position by a wood frame work. Grain to be subjected to treatment is placed in a perforated dipper which can be placed in the solution receptacle designed to receive it.

1,391,703. Elevator. T. J. Sturtevant, Wellesley, Mass., assignor to the Sturtevant Mill Co., Boston, Mass. This elevator operates within a vertical framework. The vertically operating conveyor belt operates over a pulley wheel which revolves on an adjustable shaft. A means is provided for the shaft adjustment.

1,391,661. Bolt for Loaded Grain Cars. C. A. Armstrong, Hawarden, Ia. This bolt is for use on loaded grain cars. The shank of the bolt has a cross slot within which is mounted a cross head. Connection is made with a pivot pin. The inventor did not state on which part of the loaded grain car this device would or could be used.

1,392,075. Automatic Lock Mechanism for Dumping Scales. Charles Neale, Minneapolis, Minn., assignor to the Globe Mch. & Sply. Co., Des Moines, Ia. This lock controls the operation of the scale beam at all times when power is applied for the operation of the dump platform. When power is removed the lock ceases to control scale operation.

1,392,094. Attachment for Grain Separator. William Toler, Pawnee, Okla. This attachment for separators of grain is a horizontal pipe, perforated on the under side. At one end of the pipe the perforated holes are small and at the other end they are larger. A plate, having a series of openings slides back and forth thru the horizontal pipe. The holes of the plate coincide at certain times with the perforations of the pipe, permitting thereby the separation of various sized grains from each other as well as the separation of grain from foreign material.



1,391,292. Holder for Grain Door Boards. Joseph A. Axt, Amboy, Minn. This is a means for holding grain doors in grain cars without the necessity of nailing. Along one door post is a vertical jaw for receiving the boards and along the other post is a rotating vertical shaft which will turn so as to hold the boards in place, or will turn so the boards can be released.

1,392,794. Grain Drier. Wilbur Putnam and G. D. Longman, Lake Charles, La. The drying operation in this machine is performed within a casing. Grain is deposited on the upper of a series of horizontal moving racks and remains in the casing until it travels over the length of all racks. Each rack is kept in motion, in the direction shown by the arrows, by means of a system of rollers. A means is provided also for directing a current of air thru the casing.

Montana Storage Rates Reduced.

A reduction in the maximum tariff rate which public warehousemen in Montana may charge for receiving, elevating, insuring, 15 days free storage, and delivering of grain was made by the Division of Grain Standards and Marketing of the state dept of agriculture following a hearing held Sept. 26.

The new maximum rates for these services are as follows: On wheat, barley and rye, 2½ cents per bu.; on oats, 2 cents per bu.; on flax, 4 cents per bu. These rates became effective Oct. 10 and will continue thruout the present grain handling season, being subject to review July 1, 1922. The former rate on all grains except flax was 4 cents per bu., and on flax 6 cents per bu. Storage after the first 15 days is to be charged for at ½¢ for each 15 days or part thereof until the grain shall have been in store 90 days, and thereafter ½¢ for each 20 days or part thereof.

When the owner of the grain requests that it be cleaned a charge not exceeding 2 cents per bu. may be made, and the screenings shall be delivered to him upon demand.

The Montana law does not compel every elevator owner to accept grain for storage, only those who elect to operate as public warehousemen being required to perform this service. All such public warehousemen must comply with the provisions of the state law governing the business.

The chief determining factor in fixing the new rates was the fact that grain from Minnesota and North and South Dakota, which sells largely at the same terminals as Montana grain, has paid a 2-cent storage charge whereas Montana for the year just past has allowed twice that rate.

In its circular announcing approval of the new tariff, the Division of Grain Standards and Marketing points out that the movement to pool wheat would have the effect of increasing the quantity which elevators would be asked to handle on storage alone, thus restricting the buying and selling operations of an elevator operator to the point where it would not be practicable for him to continue. The following statement is then made: "There are approximately one and one-half million bushels of wheat in the pool in Montana this year. This is approximately 10% of the wheat that will be marketed in this state, though its percentage of all grain to be marketed is much smaller. An increase of a half cent per bushel on a handling charge of two cents is a 25% increase which would on the average be ample to provide for the increase in pooled grain for some time to come."

Warehousemen are required to use a uniform storage receipt for all grain received in store by them. The form now in use was approved July, 1921.

A DEFICIT of \$32,756.40 at the state owned flour mill at Drake, N. D., is alleged by Joseph H. Kitchin, independent candidate for the office of commissioner of agriculture and labor in that state. Mr. Kitchin operates a mill at Sentinel Butte and he declares his mill has returned a profit while the state owned plant has operated at a loss.

Insurance Notes.

DEFECTIVE WIRING is the cause of many fires. In getting wiring done, "would-be" electricians should be avoided, as well as anything but the best electric wiring practice.

LIGHTNING caused fire loss of \$313,031 in Illinois in September as shown by the monthly report of John G. Gambier, state fire marshal. This was the largest loss due to any one cause and was almost one-third of the total fire loss for the state. There were 105 lightning fires and all occurred in buildings not equipped with lightning rods.

A SMALL FIRE in the elevator or feed mill should be carefully watched after the supposed extinction. A small fire in a feed mill reported elsewhere in this number, was supposedly put out during the day. During the night, when everyone was at home, the fire started up, causing damage amounting to several thousand dollars.

FIRE STARTED in a Minnesota elevator recently when the rotor of the electric motor rubbed on the stator, the friction generating heat sufficient to set fire to the windings. There should be an occasional examination to ascertain whether the rotating element of an electric motor is in alignment. A bearing need not be worn very much to take up the small space between the rotating and stationary elements.

Elevator Casualties.

MT. VERNON, IND.—At the Home Mill & Grain Co., Theodore R. Waller received a severe cut on the calf of his left leg.

SHELBYVILLE, TENN.—During the work of installing a new boiler at the Dixie Grain Co., Luther Smith received a bruise of the left arm when a fellow workman accidentally dropped a heavy timber.

BEAVER, OKLA.—J. O. Judd, Jr., manager of the Horne Grain Co., was sweeping out a grain bin when a step broke, Mr. Judd fell about twelve feet, sustaining a fracture of two ribs and a rupture on the right side.

MONROE, ILL.—Fred Schlemmer was cranking a small gasoline engine at the Schoening Koenigsmark Milling Co., when the crank slipped from the shaft striking him on the left arm with sufficient force to break one of the bones.

EL RENO, OKLA.—A tier of sacks toppled over at the El Reno Mill & Elevator Co., striking D. W. Hayward, knocking him down. There was a bruising and confusion in region of the left hip altho an X-ray picture showed no broken bones.

Books Received

PRICES OF FARM PRODUCTS IN THE UNITED STATES is a booklet which shows the rise and fall of prices of farm products during the last and other wars; shows the relation of wages and farm products during these war periods; and the purchasing power of an acre of farm property as well as the purchasing power of the various grains. Unemployment is laid on the present condition of the farmer. By G. F. Warren. Bulletin 999, U. S. Dept. of Agriculture.

THE GRAIN TRADE IN CANADA DURING 1920 gives detailed information about the Canadian grain trade. Some of the subjects covered are "Grain and seed trade in the various provinces"; "Handlings of grain in the country elevators"; "Lake movement of Canadian grain"; and "Handlings of American grain in the eastern Canada elevators." A supplement to the work is an 8 by 24 inch chart which shows the price fluctuation of wheat, corn and oats from 1911 to 1920. Compiled by W. Dougan under the supervision of F. J. Horning. Issued by the Internal Trade Branch of the Dominion Bureau of Statistics. Paper, 107 pages.

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Mill Owners Mutual Fire Ins. Co.,
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of Harrisburg, Pa.

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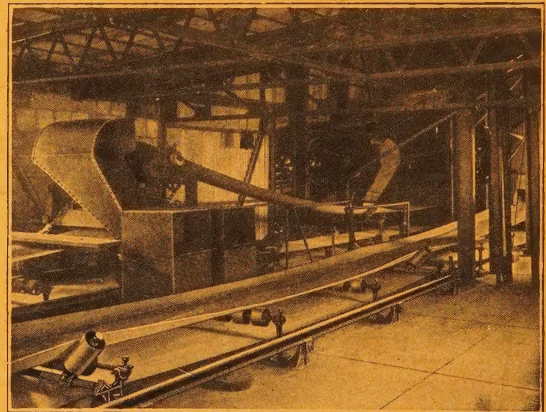
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Coal Handling
Equipment

For Service Install Weller-Made Machinery



Weller-Made Belt Conveyor and Tripper

Weller-made equipment includes the latest and most efficient time-saving machinery especially adapted to the handling of grain.

The reputation of Weller-made machinery is firmly established and there are very few of the larger elevators or mills built in the past thirty years that are not wholly or partly equipped with our machinery.

Our organization is composed of men who are experts in their work and who realize that the reputation of the Weller Manufacturing Company must be retained. This guarantees our customers receiving the quality they pay for.

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